

# MOTOCROSS

VOLUME 2 NUMBER 6

## ACTION MAGAZINE

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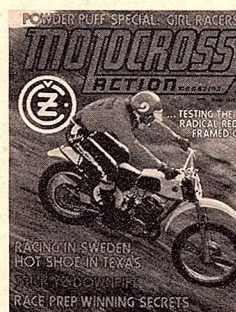
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NEXT ISSUE  
ON SALE JUNE 6

Under the impression that a 218-pound CZ could fly, Pete Maly suddenly finds himself in a world of hurt. Photo by Paul "Whadda-ya mean, f-stop?" Boudreau.



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# Motocross History—with Farley Fandango, Olga the Terrible, the Feral Finn and a cast of thousands



by Mike Kerley

Motocross has an identity problem. It's a sport which knows where it's going but has no idea where it's been—which makes it hard to get there from here. It also makes it difficult to attract certain new people to the sport, the kind of people who are most attracted by a great and glorious tradition.

There is a certain kind of person who will not commit himself to a thing unless it has a history. Why? Because he's afraid of being laughed at for investing a part of himself in an unproven venture. Don't snicker, it's true. And just as no one wants to admit that they bought tickets to the First (and last) World Bowl of Hula-Hooping at Bayonne, New Jersey, in 1957, no one wants to say that they're going to a U.S. Grand Prix when all their friends will point and guffaw and try to sell them a Spiro Agnew novella.

Yet motocross is a sport rich in history and tradition. It's just that we've all been too caught up in the moment to look at our rich past.

For instance. American culture has drummed into us the facts that Hugh Fitzpah got 2-to-20 for stealing home plate from Yankee Stadium during a seventh-inning stretch at the 1932 World Series, and that Herbert Dangerfield invented the steam typewriter. But has any-

one told us about Farley Fandango, the legendary American motocrosser from New Mexico? Of course not. It is to weep.

Farley Fandango was the first American *ever* to compete in European Grand Prix competition—and on an *American* motorcycle, yet! Stranded in Europe at the end of World War II, Farley (a former dispatch rider for the U.S. Signal Corps) used his Army issue Harley-Davidson 45 to smuggle cigarettes and nylons on the North Africa-Spain-France route. As he was later to say, "It paid the bills—and the Juanitas."

In April of 1949, Farley was in trouble, being hotly pursued by the temporarily combined customs forces of France and Spain. The chase forced him off his accustomed roads and out into the hilly pasture lands of north Spain, with the heat in hot pursuit. With the old 45 wiggling from side to side and the throttle screwed to the stops, Farley crested a gentle rise only to find that its opposite face was a short but steep cliff face. He landed on a race track in the middle of the Spanish Grand Prix.

Startled by the noise and excitement and trying desperately to keep the heavy 45 upright, Farley mistook the leaders in the race for more

pursuing customs officials. With panic-flash visions of 20 years in a Spanish prison dancing in his head, he managed to keep the leaders at bay, and took the checkered flag with a 20-yard lead just as the Harley's rigid frame cracked in five places.

Unfortunately for the prestige of American motocross, Farley's win was protested and the protest was upheld on the basis that he had not pre-entered the race. But as Farley—not a real racer at heart—was to remark later, "I wuz able to sell my whole load to the people at the race, and some idiot engineer from Japan bought the ol' 45, so what the hell."

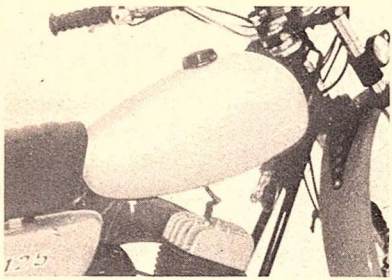
Of course, Americans have played only a small part in the history of motocross to date. But there are other illustrious names from all over the world that bear repeating. Reggie Peters-Coleman, ever hear of him? Probably not, but the famed British racer set a record in 1951 which is unequalled to this day.

Peters-Coleman, riding for the beloved but short-lived English Wilde marque, has the distinction of having DNFed in 14 consecutive Grands Prix during the 1951 season. At the time it was thought that his bad luck was due to the radically new concepts embodied in the Wilde, a bike considered far ahead of its time—at the time. The Wilde was the first English racing two-stroke at a time when Grand Prix motocross was dominated by the four-stroke, and many observers believed that Peters-Coleman's performance (or lack thereof) was due to its untried design. Later investigation was to show, however, that the Wilde's constant seizures were the direct result of sloppy intake porting which caused the 345cc (actually, the motocross model was simply one-half of a larger, two-cylinder trials model dubbed "The Naughty Oscar") revver to suck copious quantities of air. The factory explained that Peters-Coleman's mechanic could hardly have been expected to notice the reason for the Wilde's queer performance, since he was simply the Prince of Wales on an incognito summer holiday. Peters-Coleman, unimpressed, left Wilde for BSA. His promise as a motocrosser was never to be realized, however, as his bike fell on him in the pits before his first race.

What about Moissedev Gunsovitich? Anyone ever tell you about



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him? Of course not.

Moissedev Gunsovitch was a little-known rider for the Russian National MX Team during the '50s. Known for his "never shut off" style, he rarely finished a race, but he left his mark on tracks all over Europe. There's a pine tree on the Namur course in Belgium which is known as "Gunsovitch's Folly" to this day. It's easy to spot, being the only tree in the neighborhood with broken off stubs in place of branches for the first 37 feet of its height.

Gunsovitch earned his real claim to fame at the Russian Grand Prix in 1955. Stoked by the home crowd's enthusiasm, he was the only rider not to shut off after a fourth gear uphill straight which ended in a monstrous ski jump-type hill known locally as "Comrade's Leap." It is rumored in scientific circles that many of the things that Gunsovitch demonstrated about trajectory and weightlessness during his temporary flight were incorporated into the Russian space program. His widow receives a pension from the state.

Kahekki Mikonen, remember him? Of course you don't. But you

*Continued on page 8*

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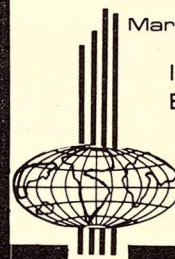


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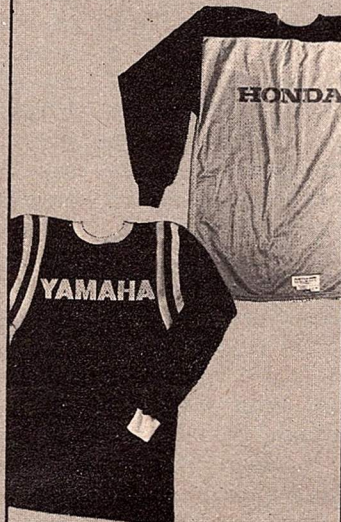
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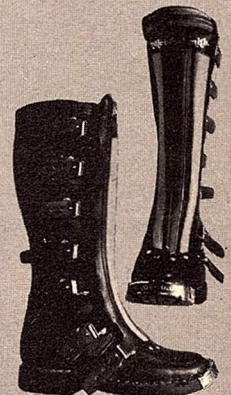
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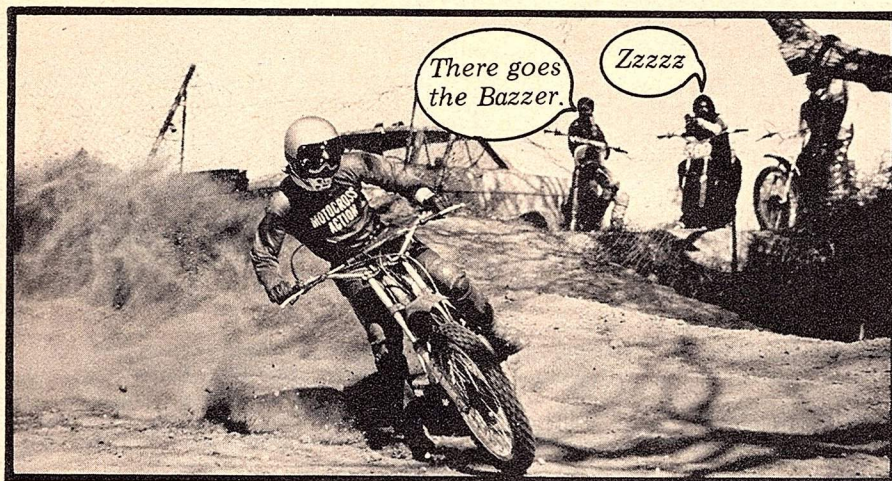
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# BAZZER'S *the spark plug crisis and other things i've been* BOX *meanin' to talk to you about*



BY PAUL BOUDREAU

I got it all figured out. The next shortage will be spark plugs. After all, we've run out of everything else that we blatantly misuse, so plugs just gotta be next. And you know why? Because people waste the little boogers; use 'em once and throw 'em away. I know a guy who goes through plugs like Kleenex and he never even knows the reason why. "Bazook," he says, "I'm really bummed. I must foul 17 plugs a day. I can't figure out what's wrong. I've tried different head bolt tightening sequences, changed the plug wire, adjusted my chain, changed the air in my tires and I still foul plugs. Fudge." The thought never occurred to him that mixing El Gumbo R50 at 12:1 and spraying the points with chain lube might have something to do with it.

If you want to avoid standing in long lines at the parts counter in a flurry of panic plug buying, hassling with "Oregon Plans" of only being able to get N-3s on odd numbered days and B-8ESs on even ones, or, worst of all, plug rationing, you would be well advised to start an effective plan of spark plug conservation, or as we like to call it, Save Our Sparkers.

Naturally, I have a few handy little hints to keep your plugs happy and at home.

First, don't throw them away. You'd be surprised how many plugs you waste just by throwing

them away. Keep them, no matter what. I once accidentally smashed a Bosch W280T20S whilst adjusting my fuel petcock with a number six ballpeen hammer and, being a conservation minded fellow, tossed the crumbled remains in my toolbox.

A few weeks later, sitting at the gate just before the start of the last moto, the AC MB42K I was running at the time signaled its demise with a seven-foot shot of flame out the pipe. Bribing the starter with a promise to mention his name in The Magazine (Whitiker J. Phlemb — there ya go, Whit), I ran back to my toolbox only to find that all I had for a spare was the remains of the busted Bosch. Using some hose clamps, duct tape, a strap wrench, a pair of vice grips and some gorilla snot, I was able to get the plug in the bike and the bike running, and went on to win the race (mainly because all the other guys had overheated their motors while Whit, the starter, held one finger up for a record 17 minutes).

When you foul your plug for the eighth time and it no longer helps to burn it clean with a match, it's time for a professional cleaning. If you don't have a plug sandblaster in your garage and the guy at the gas station throws a blanket over his when you show up with a bucket full of oily Auto-lites, there's a little trick I used to

do before I started getting my plugs free (Yahahahaha, eat your hearts out): Just hose clamp the sooty sparker to your rear knobby, do a few laps around the ol' sand pit and PRESTO, instant new plug, squeaky clean. This procedure however, will not work on pavement.

Did you know you could grow your own spark plugs? Yep, just take that little thingy that screws in the top of the plug (that's the seed) and plant it in medium-course sandy soil in a nice sunny spot out in the back yard. Water twice a week for cold plugs and once a week for hotter plugs, and give it a tablespoon of fish emulsion once a month. Plant only under a waning moon. In about eight to ten weeks, you should have nice sprouts suitable for mini bikes and chain saws, and by the 15th week your new plugs will have reached their full 14mm adult size. You can even pick off a little bud and use it for a glow plug in your model airplane.

The best way, of course, to conserve your plugs is to never take them out of those neat cardboard and cellophane packages. Tucked snugly away in your toolbox, they'll last, literally, forever.

\* \* \*

Dear Baz:

Thank you so much for the beautiful Grand Prix swingarm which you and MOTOCROSS ACTION donated to our annual parts drive. The motocross team was in need of such a trick item, and our hearts were filled with joy when we opened the box. Even Sister Rosita, who is 90 years old and blind, gave out a big smile when she "saw" the swingarm with her fingers. Bless you.

Sister Marie Begonia, F.A.S.M.

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\* \* \*

The first time I ever went to a big-time motocross with Pete Szilagyi was a mind-blower. It was last year's U.S. Grand Prix at Carlsbad, and there were a jillion motocross freaks there. I, resplendent in my Bill Kasson Motocross Team T-shirt and CZ factory hot hat, was stoked to the gills, this being my first outing as an official magazine dude. Szilage was



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decked out in his usual attire of custom-made, eight-gallon hog-sloppin' hat; funky cowboy boots; oddly flowered T-shirt commemorating an obscure annual drinking contest at the Wet Chicken Liquor Store in Roscoe, Texas; love beads; a brace of Nikkormats; and a "Whoop-do-chews make me horny" button holding on his press pass.

As we were walking down to the pits, I was just about to point out a rather unusual spoke pattern on one of the factory Husqvarnas when from the top of a hill came a shout: "HEY, LOOK! THERE'S PETE WHATSHISNAME!" — and about 20 kids came running pell mell (pell mell?) down that hill, waving copies of MOTOCROSS ACTION and screaming HEY PETE! HEY PETE! — and gathered around patiently while the Carrot Head did his duty and signed autographs. I stood politely to one side and quietly hoped that some day I, too, might be famous like the Great Whatshisname.

Last Sunday, like every Sunday, I played my act: drove the MOTOCROSS ACTION Bazmobile into

*Continued on page 13*

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WFO

Continued from page 5

should.

Mikonen, known all over Europe as the Feral Finn, was famed around the circuit for his wild-man riding. His style could best be described as "early truck driver," but he sometimes won through sheer drive and strength. In the days when strong men like Jeff Smith and Rolf Tibblin were battling it out grip to grip in the turns for the world championship, *nobody* got in Mikonen's way.

Mikonen rode one of the old lead

pipe CZs, and the combined weight and mass of man and machine was truly awesome. The Finn didn't ride lines, he *carved* them; and his racing philosophy was that if the quickest way to the finish was through those bushes and low hanging branches, so be it. His buddies in the beer halls back home called him "*Vebritni Rhlavekniai*," which freely translates as "Hamburger Face."

Mikonen rode his last race in the Spanish Grand Prix of 1962. Running third behind Smith and Tibblin, he saw his chance to pass them at a deep gully on the course called

the "Devil's Gullet." While the leaders negotiated the 25-foot-deep ditch in the more traditional into-and-out-of method, Mikonen planned to jump *over* it. No one had ever done this before, but Mikonen thought that if he flew over Smith and Tibblin while they were still in the gully, he would have a big lead only two laps from the finish—and a certain psychological advantage as well. With his weight all the way back on the rear fender (an unusual concession to style for the Feral Finn), Mikonen hit the lip of the Devil's Gullet tapped in fourth, and it looked for a moment as though he might actually make it. But the combined weight (about 550 pounds) of man and machine was too much, and Mikonen and his CZ hit the opposite bank front wheel first. It took a working party of Asturian coal miners three days to dig him out. In Finland, Mikonen became a sort of folk hero as a result of this, and the traditional Finnish Ground Hog's Day is now known as Kahekki Mikonen Day. The winters continue long in Finland.

Then there was Raoul Dubuque, one-time French 250 motocross champion and *bon vivant*. Dubuque was considered to be a ham by his fellow riders, because of his grimaces and loud screams whenever he fell. Some thought that these displays were staged to win sympathy and a larger salary from his sponsor, *Deaux Chevaux* (an ill-fated French marque called *Le Petit Merde* by its sponsored riders), but those who followed his career pointed out that he always fell in front of the Swedish Team pits where the riders' wives and girl friends were found sunning themselves.

Dubuque was forced to end his career after his famous fall at the 1969 Italian Grand Prix. The victim of an unspectacular lowside which many felt was planned, Dubuque lay writhing on the ground with large pools of blood collecting around his body. Immediately, several of the bikini-clad Swedish girls ran to his aid. Even with the Swedes comforting him, Dubuque was apparently in great pain. He continued to moan and thrash around, tearing some of the girls' clothing in the process. This quickly ended, however, when Olga Noonniesson, girl friend of Swedish racer Leif Leifsson and a woman famed for her spectacular size, discovered that Dubuque's

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"blood" was really only bordelaise sauce which he had secreted under his clothing in balloons. This subterfuge so enraged the trusting Olga (known around the pits as Olga the Terrible, a nickname which caused her boy friend to blush and giggle uncontrollably) that she proceeded to use the tube of Dubuque's rear tire to replace the halter top of her bikini, it having been shredded by the Frenchman's jofa. Unfortunately for Dubuque, she used his nose to break the bead between tire and rim. Several nasty gashes from the rim lock prevented him from ever recovering his previous form.

Fandango, Peters-Coleman, Gunsovitch, Mikonen and Dubuque. These are just a few of the names out of the great history of motocross, a history which should be looked to by young racers everywhere for inspiration and instruction. They may not have all been winners, but they were all competitors. And while everyone may not have the skill and dedication necessary to be a Roger DeCoster or Hakkan Andersson, any young motocrosser is a potential Fandango or Dubuque. There's comfort in that.

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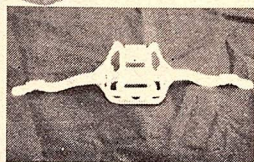
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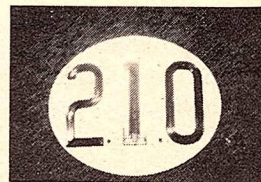
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# DIRT

## effluvium of the esophagus



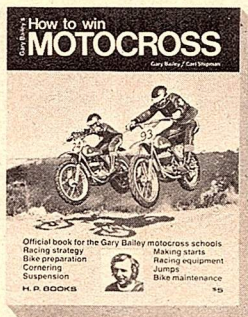
You can't learn to go fast by sitting on your ass at home reading a book. On the other hand, unless you're one of the rare few, you're not going to learn the quicks by simply safety wiring your throttle either — you'll just make it easier for the local bone doctor to take a two-month vacation. Whatcha need is the perfect, philosophically correct, psychically pure blending of theory and practice. Enter Gary Bailey and Carl Shipman from Stage Right (Virginia), to the scream of a Bultaco 4000 revs over the pipe.

Gary and Carl are the co-masterminds of a hefty manual called *Gary Bailey's How to Win Motocross*. Basically, GBHWM (as it's affectionately known to all in Sundry (Virginia)), is divided into sections on equipment, personal and mechanical; how to set up a bike to race motocross; riding techniques; tuning; racing techniques; strategy; maintenance; and how to score a race. There's also a section on the Gary Bailey Motocross School, and a note on what to do if you'd like Gary to give a school in your area.

The book is a good mix of words and photos, with the pictures set up so as to illustrate what the text describes. None of this words on page 24, photos on page 39 foof. And the words are good stuff. Gary Bailey has been a success at the motocross school game because he can do what a whole lot of other go-fasts can't — he can *explain* how he goes fast. And with Carl Shipman along to help out with the words-and-pictures game (Carl is the man who did

*Motorcycle Tuning for Performance* and several how-to-ride-it trail and trials riding books), it all comes out in very readable, practical fashion. Huzzah!

It's all there, everything from cross-ups to toe-dragging. If you want to find out the fastest way to get around a MX course, the book can tell you. Then all you have to do is practice. You can get yours by sending \$5, plus 30¢ for shipping, to H.P. Books, Dept. MXA, Box 5367, Tucson, Arizona 85703. Five bucks ain't much when you consider that it's books like this that put motocross schools out of business. In case you're interested, our toe-dragging editor recommends it highly.



According to the People Who Know at ABC, *Wide World of Sports'* December airing of last June's U.S. Grand Prix was seen in 7,150,000 homes. But Harry Reasoner's wasn't one of them.

The 250 & 500cc National Championship motocross scheduled for Wagaman, Louisiana, on May 25 has been relocated. New place is Lake Whitney Cycle Park, near Austin, Texas; same time, same action. As you may recall, Lake Whitney was the site of the First Annual Corn-o-Cross. Keep on cobbin'.

Jeff Smith tells us that the production versions of Gary Jones' Can-Am 250 motocrosser began to be manufactured in April. Based on our experience with the 125 and 175 versions, look for a bike that's overweight and ungodly fast. But maybe the Can-Am folks have kept this one on the local side. If so, could be interesting. The new Bultaco, Ossa, CZ and Husky have made it obvious that lightness is the way the game's going to be played in the 250 class from now on.

With all the hoopla about women motocrossers this month, the Bazzar started spreading lies around about his harrowing bar-to-bar bashes back in the old days with Keery Kleid, the first genuine license-holding AMA professional female motocrosser. Kerry was a product of the T-shirt and blue jean heyday of New York motocross, when Barry Higgins and Sonny DeFeo rode the Ghost prepared red-tank CZs with chrome downpipes, and she rode a 360 against the men in the open class and made expert in a year. The best tall tale to date about this Superwoman is about the time at a Canadian-American team race at Bryar, just outside of Laconia, New Hampshire, when Kerry's CZ wouldn't shift right and she got so mad she kicked the bike all the way down the hill from the pits, right in front of about 2000 people. Barry Higgins, fearing reprisals from Ghost mentor Sal DeFeo, tried to calm the fiery gal, an effort she repaid with a solid right cross to Higgins' eye.

The next week at Unadilla, the pro *femme fatale* again got a little rambunctious with her 360 and opted to clean the inch-thick New York mud off with a can of white spray paint. Not one to waste words or get stung twice by the same bee, Barry moved in quickly and caught the surprised chick with a beautiful left hook up the side of the face. The two fell in love instantly.

You saw it here first. Our pick of the privateers in the April issue, namely Tony DiStefano, Dave Clemence and Ricky Jordan, are cleaning house down in Florida at the AMA and NML winter motocross series. Not to mention past New Shoe Steve Stackable, still the most photographed Texan next to Lyndon Johnson, who's adding his two bits to the open class. We'll have a full report on the Florida winter stuff in coming issues.

There's an interesting "War of the Weeklies" shaping up out here in California. We have one weekly, *The So. California Motocross*, a shop giveaway item that seems to have caught up the moto crowd.



Another one, *Cycle Scoop*, seems also to be leaning heavily to the sport. *Cycle News*, the spawning ground of magazine staffs, has once again regrouped to shed its fairing and clip-ons and take up with the knobby set. *Motorcycle Weekly* is still salaaming the MV Agusta and doesn't want to fight with motocross muscle. Anyway, for the gang out here, it's neat-o, because everybody's talking about motocross.

\* \* \*

The new Molly Blue is right out of tinsel town. Let's hope she works better than the spray cans.

\* \* \*

Start bugging your Bultaco dealer about the new plastic motocross boots. He's got 'em.

\* \* \*

Baz sez if he hears one more thing about the energy crisis, he's going to scream.

\* \* \*

Hey, Mike just tried putting 50 pounds of air in his tires and found out he could save a pint of fuel per hour on the track. How about that?

\* \* \*

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## FILTHY OLD FRIENDS . . .

In your March '74 issue, Bill Hughes wrote a letter knocking you for "filth" in your magazine. I agree with your answer to him, and I think you have done what you set out to do. Reading your magazine is like talking to an old friend, and it makes me feel like that if I just happened to see you at the track, I could just walk up and say, "Hi, Mike, hi, Baz; what's happening?" Then sit down and rap about bikes, beer, tootsies, etc. and feel right at home — even though I've never met you. So keep on keeping on!

You have great tests, and you give it to us straight! That's the way I like it. A lot of magazines spoon feed you a bunch of tech stuff on the bikes (Double Duo expansion chamber, 14 transfer ports, 1/2-inch reed valve, etc.), but most of us aren't engineers, so that doesn't tell us a thing about how the bike *feels*. And most of them adhere to the old adage, "If you can't say something nice, don't say anything." But if you can't tell the readers what the bike is like, why test it? I read a test of the Suzuki 400 in another magazine, and it was mostly about how Roger DeCoster took a 400 out to the track and blew some local hot-shoes into the weeds. He said it's "basically a good bike," but he works for Suzuki. Roger could wipe the local shoes on a mini-trail, but that test leaves the impression that the 400 is a good bike. One point in their favor at least; they did mention the bike could use a tire change. They also said it makes a good cow-trailer — so does my buddy's Honda 500 Four. I can't help but wonder if some of these magazines hold stock in hospitals, surgical supplies, motorcycle factories, etc. Thanks a lot, and keep up the good work.

Alton Shelton  
Garland, Texas

## AAAARGHH!

First of all, you people at MXA are great and are doing a fine job. I really envy you, sitting around writing about and testing all those super bikes — but that's not why I'm writing.

I was very disturbed by the clown who wrote you in your March issue. He said your mag was full of filth. I bet that guy blindfolds his kid when he takes him to a public bathroom. I just hope he doesn't take him to the races and let him get near the pits!

In conclusion, you guys write the best "filthy trash" I ever read.

Jerry Devers  
Akron, Ohio

## CONFUSED IN WASHINGTON

As I was reading your magazine I was surprised to find out that in the Maico 250 test and Yamaha 125s test (Feb. '74) you said the exact opposite that *Dirt Bike* said. Who do I believe?

Dale Ozuna  
Fairchild A.F.B., Washington

*Simple. If you intend to take a Maico or a Yamaha 125 on enduros, believe Dirt Bike, but if you wanna go racing . . . well, you get the picture.*

## IS THERE A DOCTOR IN THE HOUSE?

I contracted a strange disease when I purchased a Penton two years ago. When I sold the Penton to my buddy, he caught the sickness, while my infection spread to my new CZ. I overheard someone say that the only way to cure the disease is old age or bankruptcy. As I am not interested in either of these cures, maybe your staff of highly skilled professionals can help.

I have a strong compulsion to replace broken parts on my CZ every week. I am addicted to Castrol. Whenever I pass a gas station I think of five-gallon cans. My body will accept only decaled T-shirts. I break out in abrasions, cuts and bruises twice a month. Several times a year my arm or collarbone fractures. Lately, I've noticed that Japanese bikes are sexually drawn to my CZ. One Yamaha jumped a berm to pounce on my Communist doll. Usually after three Buds and a glimpse of Open Class noonies, the disease then subsides. What do you suggest?

Perplexed in Port Arthur,  
Texas

*We suggest you watch how you use those Open Class noonies. You don't want to become addicted.*

## TAKE THAT, CALIFORNIA

California, you blew it! That's right! Blew it.

Why?—you say. Let me begin by saying that I fully agree with Mike's "Forty Minutes With Wanda Lou." Trouble is, the California MX promoters started it! The other states are playing follow the leader. So what happens? Everybody gets greedy promoters; loudmouth, inconsiderate track officials; ten laps; and a mouthful of dust. Not to mention people running all over the track. So, was it worth your \$15 entry fee?

I've been checking out all the articles in MXA for the last seven months about California motocross going to the dogs. Like many, I saw it coming. That's why I'm here now. I'm an old California motocrosser, but I quit. If the California promoters would get their stuff together, the other states will follow. If not, we'll all continue to have problems. Aloha!

Daniel Wilfong  
Kailua, Kona, Hawaii

## SEZ YOU

Your Maico 250 test was a cop-out. I think you're trying to build up the Maico in your own minds and in the minds of others by insinuating it's the best 250. Many a Honda, CZ, VR, YZ, etc., rider is going to disagree with you—and with good reason. I own a CR 250 and have found it a good deal faster than any 250 Maico, including the radials.

About the only thing in the test I agree with is that most of the stock stuff on the bike is junk, and that it doesn't wash out at all. That fact alone, by the way, doesn't win races. Further, in any 250 race, I have never seen or heard of a 250 Maico winning. Granted, Minnesota is not California, and there aren't an overabundance of 250 radials here, but I've never heard of one winning anywhere. *Dirt Bike* didn't agree with you (they think the Honda's better, in case you don't see them too often).

The Open Class St. Peter might



possibly have a tinge of Maico on his sweatshirt, but in the 250 Class, St. Pete hasn't even heard of Maico. So *there*.

Greg Vietz  
Anoka, Minnesota

#### E-Z

Could you tell me the name, price and dealer who sells the fork covers that were on the front cover of your magazine in the November '73 issue? They were on the YZ 250 Yamaha.

Johnny Elliot  
Florence, South Carolina

*Those particular fork covers were a couple of old scraps of wood held on with duct tape—the folksy MXA approach. As far as we know, no one's marketed them. Suggest you contact your nearest tree.*

#### COMBAT KANGAROO

Did you know that an MX bike can jump further than a kangaroo? And did you also know that a Wombat lives in holes in the ground and is slow moving—and that if you hit one in a car or on a bike *you* crash, not them? They just keep on going.

Odd, that Hodaka business.

M. Henry  
Tamworth, N.S.W., Australia

#### ASK MOLLY BLUE

I have two questions. First, why did Gary Jones go from Honda to Maico? Second, what makes a motocross rider?

Frank Todisco  
Garwood, New Jersey

*Gary left Honda because of what are known as "irreconcilable differences." He's on Can-Am now. What makes a motocross rider? Depends on the motocross rider. We prefer blondes.*

#### ANOTHER ONE FOR MOLLY BLUE

I can't decide whether to buy the YZ 125 or the MX 125, but since I've got a red jersey and that matches the stripes on the YZ, I guess I'll get the YZ. What do you think?

Anthony Mertes  
Tujunga, California

*What would you buy if you had a pink jersey?*

#### BAZZER'S BOX

*Continued from page 7*

the pits, unloaded the MOTOCROSS ACTION motorcycle, put on my MOTOCROSS ACTION leathers, MOTOCROSS ACTION shirt, MOTOCROSS ACTION chest protector, and MOTOCROSS ACTION helmet, sat down on my MOTOCROSS ACTION stuff box, opened up a copy of MOTOCROSS ACTION and waited to be recognized. For the first time, somebody finally took the bait. A kid, about 14, walked by me and stopped. He turned around, walked by me again,

stopped, turned and sidled over to where I was sitting holding my breath.

"Say, aren't you that guy?" he said squinting one eye.

"Huh?" I said looking up nonchalantly, my heart racing.

"Don't you work for *Dirt Bike* or somethin'?"

"Uh, I work for MOTOCROSS ACTION. I'm Baz."

"Oh, yeah. Uh, can I ask you somethin'?"

"Sure, go ahead."

"What ever happened to Pete Whatshisname?"

\* \* \*

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# WRENCH WRACING

## FROM 100 B TO WOMBAT?

I own a Hodaka 100 B. Will it hurt it to use outboard motor oil in it? Would it be possible to bore it to a 125? Would a Wombat barrel fit it? There're a few Super Hunky-type dents in the tank. How can I get them out? I can't putty them 'cause that'd look weird and Hodakas look weird enough already.

Pat the Flash Miller

Carson the Drag City, Nevada

*A lot of guys swear by outboard motor oil, so give it a try. It couldn't hurt. You can bore it, but all you'll have left is fins and the Wombat barrel won't fit. However, Webco has a kit (for \$130) that'll turn your bee into a real fire-snorter 125. Marv Foster from Pabatco tells us the hot setup for getting dings out of your tank is to drill a hole in the gas cap and screw in a spark plug. Then hook up the plug and kick it over. The resulting explosion will not only make the dents go away, but it'll probably make you go away, too.*

## ELSINORE REED VALVES

I have an Elsinore 250 and I am looking for some reed valves. Will the G.E.M. setup for a Maico fit on without modification? Will I have to change the piston when I put in the new type Honda rings? The dealers say they don't know anything about the new Honda rings.

Rob Hughes

Norfolk, Virginia

*Your dealers are fibbing. Honda has new pistons and rings going out to their dealers which are supposed to replace the old ones that had a tendency to fail. DH Enterprises, 1605 Lyngrove Drive, Manhattan*

*Beach, California 90266 makes reeds for the Elsinore.*

## 360 COOPER CONVERSION

Is it possible to have the cases machined on my 250 Cooper four-speed to take the entire top end from a 360 Yamaha?

Tom Hill

Centralia, Pennsylvania

*The bolt pattern on the Cooper is the same as the 360 Yamaha. All you have to do is bore the cases to accept the larger cylinder sleeve. This operation requires you to take apart the motor and work only with the empty cases. It's a pretty tricky job, so make sure you get somebody who knows what he's doing.*

## MORE BODY TECH

I'm 14 years old and weigh 125 pounds and I'm going to race on a 125 Elsinore next year. Right now the exercises I do are sit-ups, push-ups, weight lifting and an isometric exercise called the V-sit, which is supposed to toughen stomach muscles. Could you suggest any other exercises and how many sit-ups, push-ups and stuff I should do?

Brian Bonner

Lynnfield, Massachusetts

*The most important areas to work on are your legs, your forearms and your endurance. Bicycle riding is the best exercise I know of to get in shape for racing. Don't go out and just do a few laps around the block. Get serious. Long rides with lots of hills, steep hills, will really build your legs and wind. Running is good, but not as much fun as bicycle riding. How many push-ups or sit-ups you do is dependent on how many you can do. At least once a week you should reduce yourself to a blob of sweating jelly, doing as*

*many exercises as you can. Make sure you rest the next day and then exercise moderately the rest of the week. In the near future we're going to try to do a series of articles on how to get your bod tuned for racing; that is, as soon as we get our bods tuned.*

## YAMAHA TOP END SWAP

Is it possible to interchange the top ends of a 250 Yamaha enduro and a 250 MX?

Jeff Fehrenhamp

Winter Park, Florida

*Yes. Many motocrossers use the enduro barrel on their Yamaha MXs to get smoother power, and many enduro-ers use the MX barrel on their Dits to give them more top end. Figure that one out.*

## ... AND THEN THE AXLE BREAKS

Lately I've been riding my bike off jumps and only going five or ten feet, but so far I've broken two front axles and I always hit the back wheel first. Could you tell me what I am doing wrong?

Bill York

El Paso, Texas

*You're using the wrong bike.*

## HODAKA SHIFTER PROBLEMS (Cont'd)

I got a problem with my Super Rat I hope you can help me with. When I shift into first gear, it seems to shift clear through the gear like the little shaft is coming out too far. I adjusted the shift arm a million different ways and checked everything in the mechanism but found nothing wrong. If I move the shaft by hand, I get all the gears. Could it be that a spring or something inside is messed up?

John Reid

Beaver Falls, Pennsylvania

*You're right about the spring. There are two little springs inside the shifter that have a tendency to get unwound and drive you up a wall. Your Hodie would love a shift kit from Cycle Products West, Webco or a million other different places. The problem is quite common and easy to fix.*

## HOW DO YOU CROSS UP?

How do you cross up? Do you lean in the direction your wheel is pointing or to the opposite side of the



wheel? How long do you hold it before you touch down? Can you do it on a Super Rat? What kind of hill do you do it on?

Rich Hemranns  
Cincinnati, Ohio

*Crossing up is E-Z. All it takes is balls. Start out with some first gear jumps, the kind that pop you into the air so you get good altitude but you don't kill yourself when you eat it. When you get it up, just turn the wheel a little bit to get the feel of the bike's reactions and then straighten it out quick. Your body will position itself naturally. As you become more confident, get more radical 'til you finally hit the fork stops. Now you're ready for some hairier stuff. You can hold the cross for as long as your nad factor will let you. We prefer multiple side-to-side cross-ups, getting in as many as possible before landing. You can do it on a Schwinn.*

#### CZ 125 BOOST PORTS

I tricked out my CZ 125 with some plastic parts and put reeds on it. I wanted boost ports but nobody seems to know where I can get them. Please hurry. The chief engineer at American Jawa says it's ported too much already.

Rob Titus  
Syosset, New York

*Precision Cycle, 4573 Artesia Boulevard, Lawndale, California 90260 stocks boost ports for your CZ.*

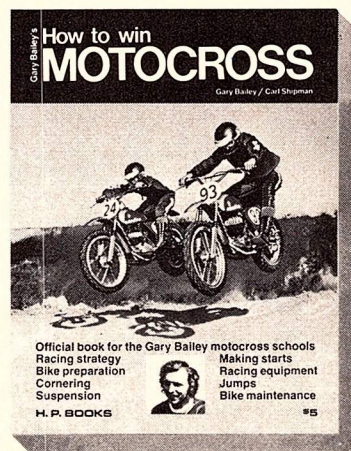
#### HONDA FORK SEAL OOZE

I am getting pretty mad about the fork seals on my 125 Honda Elsinore. I've had the bike for about three months and they started leaking. I had new ones put in and two days later they started leaking again. I took the forks down to the Honda dealer and they said they would check them. The first day I got them back, I went riding and they leaked. They're still leaking. Will they always leak?

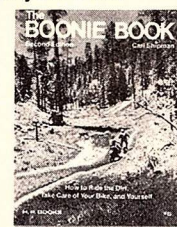
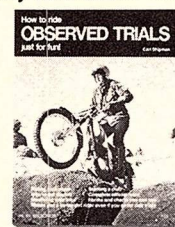
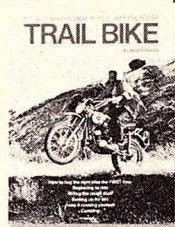
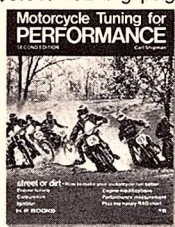
Chris Murphy  
Albuquerque, New Mexico

*Drain your forks completely and measure in exactly 155cc of fork oil. If you put in any more than this, your seals will leak. You also may want to think about finding another dealer to service your bike. Sounds like the one you've got now is a real dingleberry.* \*

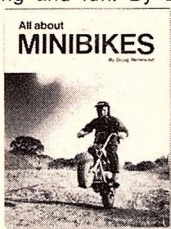
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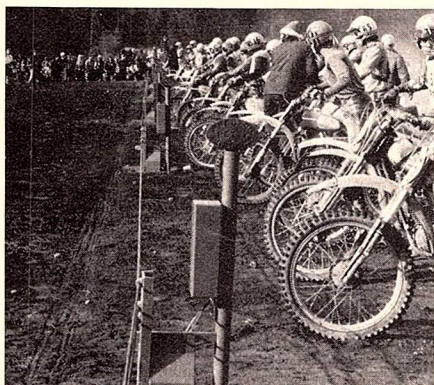
Please allow 3 weeks for delivery.

A-6



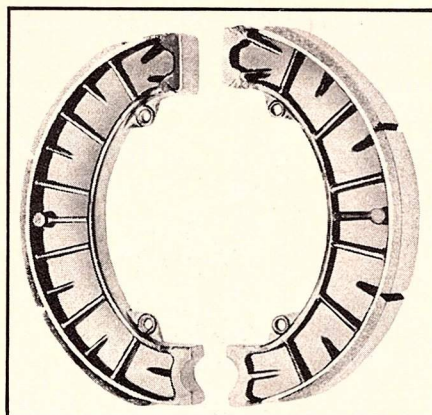
# TRICKS FROM THE TRADE

*New products for the discriminating motocrosser*



## NON-PLASTIC TRICKERY

Preston Petty, the Wizard of the Injection Mold, has designed this new starting gate which is guaranteed to end the heartbreak of poor starts. PP's gate utilizes steel cables mounted on automatic trip units which are spring loaded and release at the push of a button. When the button is pushed (two 12-volt batteries are used to supply power), the gate instantly snaps down, leaving the riders only three small diameter cables to run over. No big pipes to get you out of shape at the start. PP tells us that the gate allows one man to be both flagman *and* starter, and that the gate is so easy to reset that even the trophy girl can do it. We don't know how the trophy girl feels about that particular remark, but since the gate comes in 30-foot modular units, allowing the average promoter to custom tailor it to his particular needs, we figure other folks will dig it. If you're in the market for a starting gate, contact Preston Petty Products, Dept. MXA, 403 N. Main St., Newberg, Oregon 97132. Now you too can practice starts in the privacy of your own back yard.

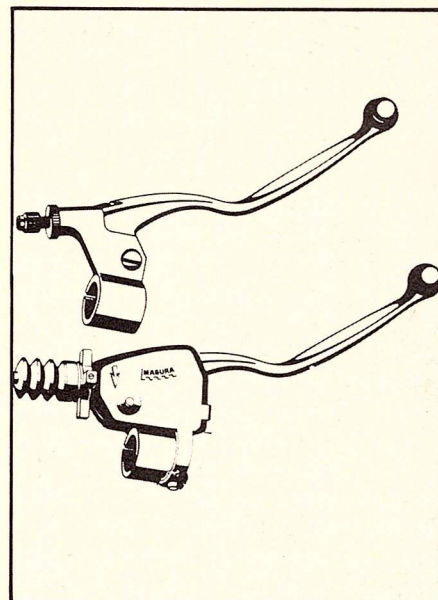


## WHOA

These things are really neat! They're Lakewood Cycle's new metallic brakes, and Lakewood claims that they've been tested out to stop 67.8-percent shorter than ordinary brakes—soaking wet. We don't know about numbers like 67.8 percent, but we do know that we saw a little-known California novice called "Super Hunky" get on a Bultaco with Lakewoods, run it through a stream, chortle, "Ha, they'll never work now," and then participate in the prettiest fourth-gear endo you've ever seen. Mr. Hunky now admits they work. We didn't endo, but we agree. Lakewood brakes are designed to replace stock asbestos brake shoes, and are supposed to be unaffected by water, dirt and heat. They are also supposed to work better under normal conditions, thus allowing Lakewood-equipped hotshoes to drive deeper into the corner and other aberrations. For test results and/or further information, along with a complete list of aberrations, contact Lakewood Cycle, Dept. MXA, 4800 Briar Road, Cleveland, Ohio 44135.

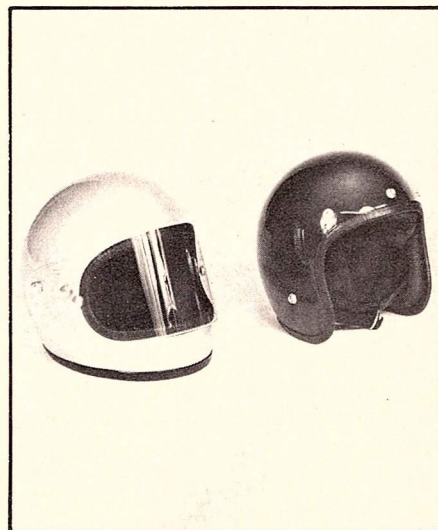
## HEAD TRIPPING

Hondaline, an outfit rumored to have connections with the Honda Motor Company, is now distributing these Hondaline fiberglass helmets through all Honda dealerships. Hondaline helmets have Snell, SHCA, Z90.1-1971 and CHP approval, and are—gasp!—*color-coordinated*. Sizes range from small to extra large in adult sizes, and small, medium and large in children's sizes. So bop on down to your friendly Honda dealer and pick up something that's color-coordinated. Tell him the gang at MXA sent you, and maybe he'll put you on his waiting list for CR 125s.



## PINKIES UP

If you've got hands like Godzilla, you don't need these. But if you're on the dainty side, with medium to tiny pinkies which fit well into the crevices of life but fail to grasp the enormity of it all, then these Magura Powr-Levers are just the thing for you. Cunningly designed by power-mad dwarfs with small hands so that the segment of the lever that the middle and index fingers normally grab is  $\frac{1}{8}$  of an inch closer to the grip, Powr-Levers are both easier to reach and easier to pull than conventional levers. Really. Magura manufactures these little gems from forged aluminum, and the Suzuki Fun Center will mail order you out a set or a single at \$7.50 each. For same-day mail-order service, contact Suzuki Fun Center, Dept. MXA, 515 N. Victory Blvd., Burbank, California 91502.

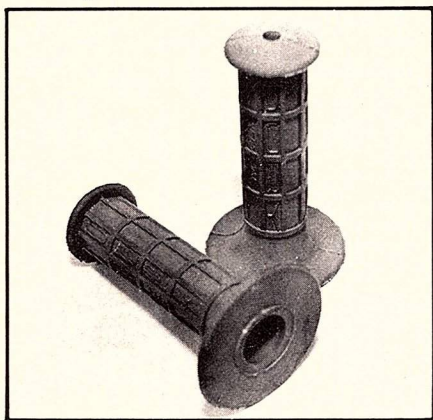






### STICKIE STUFF

Casler Performance Products is selling these here stickie numbers for those of you who change competition numbers frequently enough that you don't just want to use the more traditional carved-in-granite approach. These particular numbers aren't quite as light as carved-out numbers (which don't weigh anything at all), but the number plates they'll stick to are. Besides that, Casler says they're made of high-quality, die-cut mylar, and that their pressure sensitive backing will stick until the Second Coming or the 85th moto—whichever happens first. Casler numbers come packaged three to the baggie, and are available at selected motorcycle dealers now. Tell 'em MOTOCROSS ACTION sent you, and they'll give you the special kind that stick till the Third Coming.



### GRABBERS

Get a grip on yourself (give me any trouble about that and I'll make you listen to the one about the gnu) with Oury grips from Triumph-Suzuki Motors. Made of soft, blue surgical rubber, Oury grips help prevent blisters and are beloved of top European and American riders. May sound a little odd, but you know how those crazies are. Contact Triumph-Suzuki Motors, Dept. MXA, 1090 E. Holt, Pomona, California 91766.

\*

WHEELS OF MAN MX VALUE



## MX ROOSTER TAIL PANTS, \$36<sup>95</sup> Non-Leather Racewear gets the job done

MX Rooster Tails look like a great idea and they are. Here's a non-leather MX pants with an amazingly high level of protection at a price well under that of leather. Rooster Tails are made from a thickness of nylon you don't find anywhere else with double stitching and bar-tacking in the inside seams and crotch. If you're not afraid of new ideas, you'll try

Rooster Tails and like 'em. In nylon, you'll get brighter, tougher colors. Pick your favorite and get into Rooster Tails now.

**MX ROOSTER TAIL PANTS** — Colors: Blue (with Red and White stripes), Yellow (Black and White), Green (Black and White). Sizes: Small (waist, 28-30), Medium (32-34), Large (36-38), X-Large (40-42) ..... **\$36.95**

**A MATERIAL DIFFERENCE** — MX Rooster Tails get their muscle from 400 denier nylon which—until Rooster Tails—was considered an industrial thickness of nylon. In MX Rooster Tails, thick nylon ranks with leather in abrasion tests. And there's another advantage—unlike leather, nylon is washable and it breathes even better than leather—a feature you look for in hot weather.



**READ THE BOOK** — It's loaded with America's finest rider accessories — for street and dirt, for men and women, for whatever kind of cycling you're into. More than a description of products, you'll read about ways to protect yourself and how you can lengthen your riding season. You'll see why the '74 Wheels of Man catalog is a best seller. The catalog is free with your order or send \$1 for catalog — refunded on first order.

**Wheels of Man, Box 12, New Berlin, Wis. 53151**  
Send one pair MX Rooster Tail pants:

Color ..... Size .....

**\$36.95 enclosed (check/money order. No CODs)**  
Pants shipped postpaid. Wis. residents add 4%

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City ..... State ..... Zip .....

☐ Send '74 full color catalog. \$1 enclosed.  
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**GET IT ON**







"I suppose so," he answered. Looking around, I saw many disappointed guys that should have been better than me rolling their bikes away from the track. Yeah, I really felt like a star!

The final was about to begin, and I thought to myself: "Tord, this is better than you dreamed about. The competition is deadly, and even if you finish last and everyone laps you, you've done OK." I really tried, though. I rode

as fast as I could, faster even, went off the track three times and finished 20th. I was pleased.

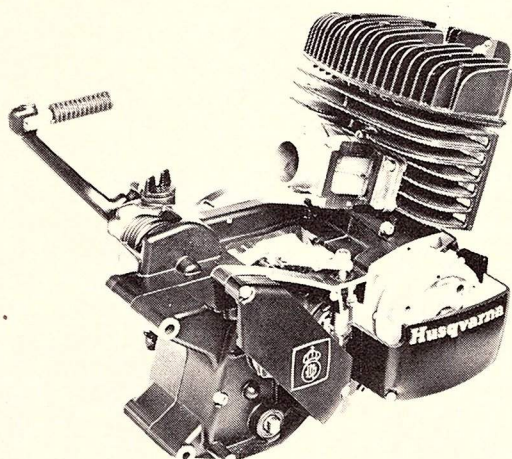
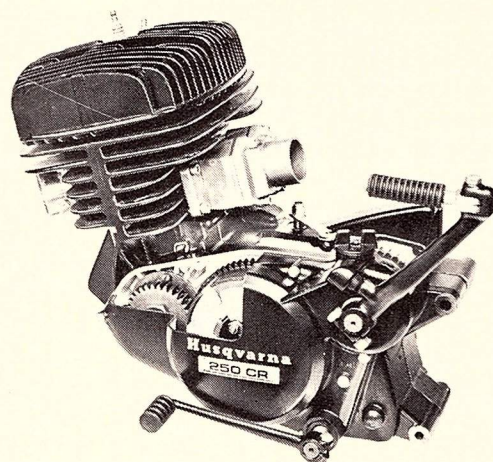
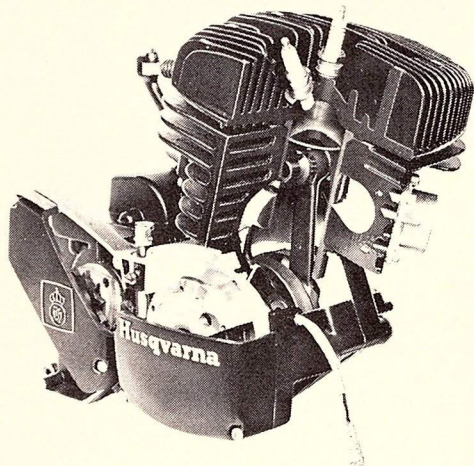
The next day, Sunday, all the top riders from the north of Sweden raced in my moto. It was the Swedish Team-Championships for the North District, and I raced as a member of the Njurunda Team. The six best clubs in the north, Katilla MS, Djusdals MK, WMK Edsbyn, SMK Gavle, Borlange MK and Njurunda MK were all there.

WMK Edsbyn, the club that Aberg and Kring race for, won the race. Our team finished last this time, as just two of the five of us who raced finished. My friend Gunnar Vesterland was number 11, and I finished 21st after falling twice. Three riders finished after me. I was given a crystal vase, along with everyone else.

Another year, maybe next year, perhaps I'll win money too—but it takes a lot of work and time. \*







# anatomy of a winner


All new for '74, the Husqvarna 250 MAGnesium engine is super light and super strong. The magnesium case provides the base for the new cylinder with cast liner and redesigned ports. The ports had to be new to handle the reed valve intake system. Each engine is meticulously assembled by one person at the factory and then it's run in on a dyno prior to crating. The 250 MAGnesium engine is mounted in a proven frame design with all new rear suspension developed just for MX. The result is a motorcycle with "WINNER" written all over it!

See it at your dealer now.



250CR

# Husqvarna

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 Husqvarna Motorcorp West / 4935 Mercury, San Diego, California 92111  
 Husqvarna Canada / Steen Hansen Motorcycles, 5507 92 Street, Edmonton, Alberta, T6E 3A4  
 Husqvarna Motorcycle Dist. E, RR 10, Television Rd. N, Peterborough, Ontario, K9J 6Y2

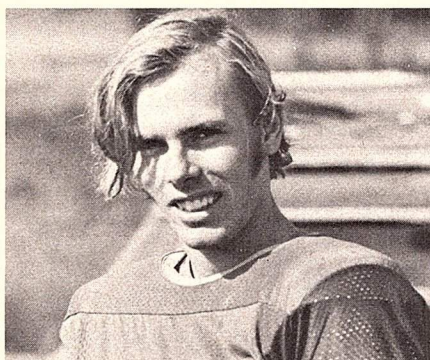


## NEW SHOE

photos by Pete Szilagyi and Dave Crook

# KENT HOWERTON

*Husky may not  
have played their  
best hand yet*



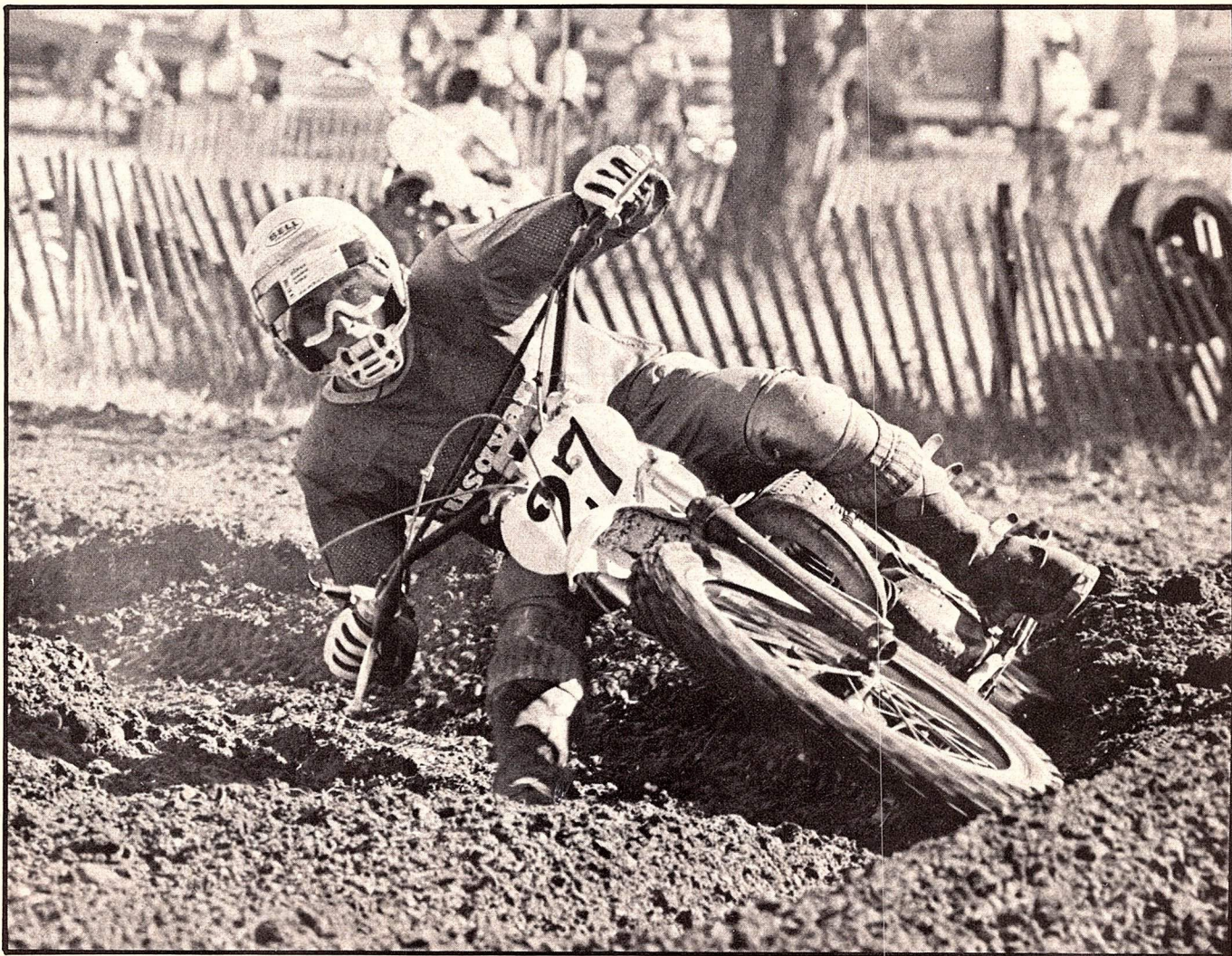
*Howerton; freshly shorn after the  
biggie at Houston.*

If you happen to wander into Cycle City in San Antonio, Texas and see a blond kid wheelieing a trials bike through the showroom, it'll be Kent Howerton indulging in an unusual type of salesmanship. Don't step back and wait for him to drive through the plate glass window or put knobby tracks on the cash register. Kent knows more tricks on a trials bike than Mick Andrews — and a few more on his Husqvarna that make him the toastiest motocross talent in the country.

Consider Howerton's accomplishments to date: fifth overall in the '73 Tex-AMA series with little more than a year's racing experience and riding a stock, yellow-stripe Yammie 250MX;

Whitney-TLC Southwest Champion on a stock Husky 250; sixth overall at the Rio Bravo National on a 250 CZ with the forks falling off (Kent wasted no time switching back to Husky); fourth overall at the Lake Whitney National on another stock 250; and a seventh overall International Class finish at the Houston Trans-AMA. If Kent had the coins to travel to pro races outside Texas, the list would then be even more impressive.

Naturally, when the reports of Howerton's success on stock bikes rolled into Husqvarna headquarters, the Swedes were delighted. When factory riders on trick bikes win, it's expected, but when a relative unknown muscles into the money on a showroom bike,





it's truly unprecedented. Howerton probably sells half the Huskys in Texas with his throttle hand.

Kent's loyalty to Husky isn't due to any particular fascination with the brand; his bikes hold together, a quality most respected by a rider who started serious racing on a stock Yamaha that regularly spat out its essentials. Howerton doesn't trust trick accessories, so he insists that his bike be simple and well-maintained. To keep himself in shape, he does all the things Rolf Tibblin says to do and rides his trailbike from sunup to sundown. Then rebuilds the engine for the next day's enduro-crossing.

As potential factory team material, Howerton is a young Bengt Aberg. He stays in super condition, despite having to ride "sprint" motos at small-town tracks. He practices technique instead of cross-ups, and he's always willing to listen to advice. The guy tries so hard to please that it almost brings tears to your eyes. After his blowmind Trans-AMA ride last fall, Kent even hacked off his shoulder-length hair anticipating a fishing expedition from the Husky Racing Department. When we called Husky to find out if they were going to pick up Howerton for their '74 team, they commented that there are simply too many good riders to fill the few openings available on this year's economically underprivileged racing teams. A couple of months later they softened up and sent Kent a pair of new Huskys and a week of training with Tibblin. It's no secret that Husky now considers Howerton their ace-in-the-hole. He's the only rider in the States except Grossi and Semics currently riding a Husky, who has proven he can ride with the Europeans. And both Grossi and Semics have had occasion to watch Howerton disappear over the horizon.

Though his talents are considerable, Howerton's career as incipient motocross superstar is fun, but not too glamorous. His non-riding time is mostly spent building chambers for local San Antonio hot-shoes (Kent is an exceptional welder) and looking forward to next Sunday's races, where again he'll be first out for

practice on his 250, push it back to the pits when it runs out of gas, fire up his 400 and do the same, then ride his trials bike until the first moto and finally collect top money in both classes.

In many respects, Howerton is like a hundred or so other kids

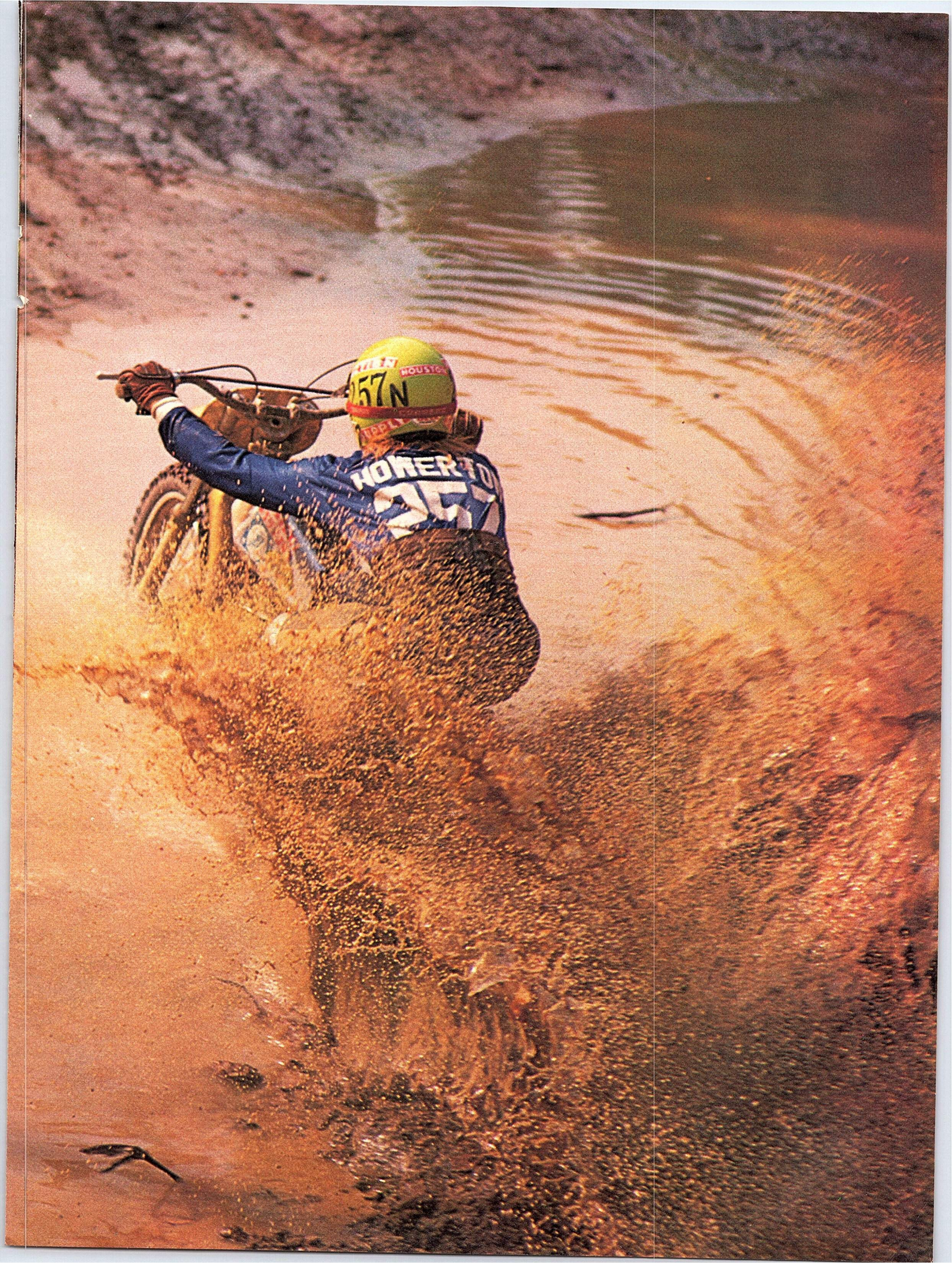
around the country who clean up at local races and put on a serious race face if an AMA Pro tour comes through. But Kent is an advanced practitioner of the art, and would rather spend his weekdays running with Rolf and his Sundays racing with Roger. \*



*A local motocross; Kent's a half-lap ahead, but still WFO.*

OPPOSITE PAGE:  
SHPA-LOOT! Kent drops his  
Husky into the sheep tank.





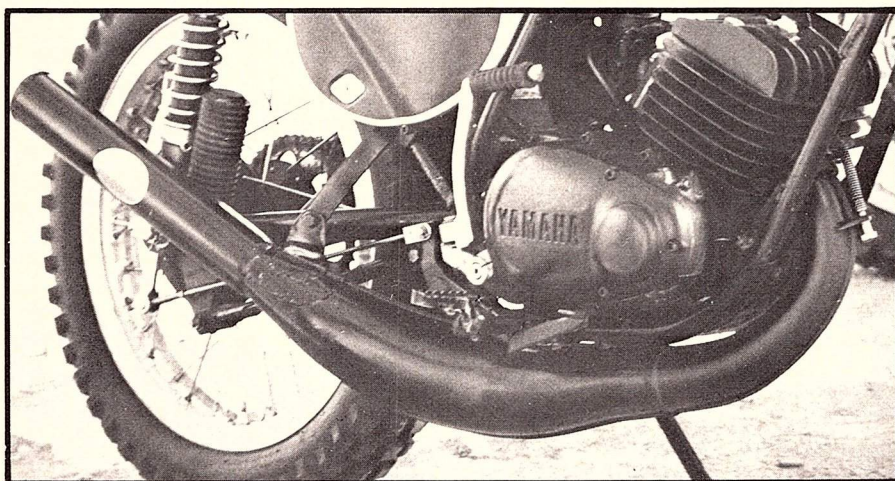


## PRODUCT EVALUATION

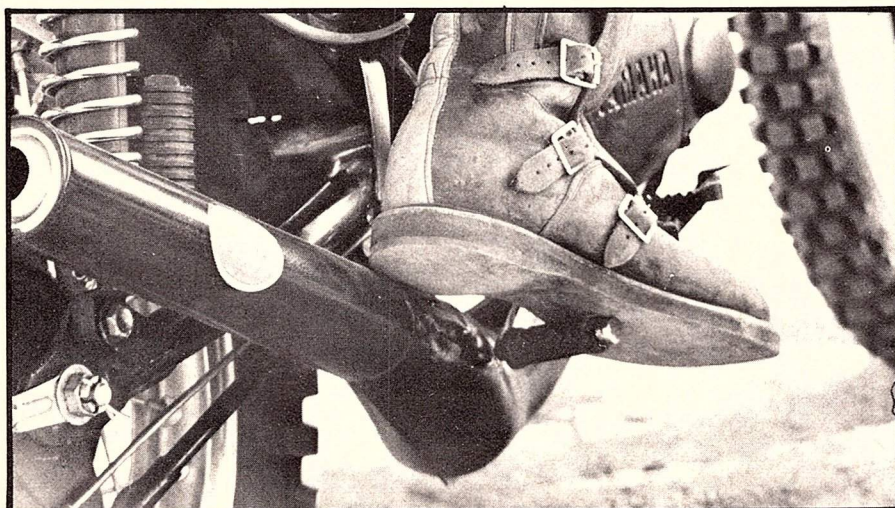
# SKYWAYS' YZ125 HOT PIPE...

*... along with miscellaneous stage tuning and other  
madnesses. Hotcha.*

by H. Dan Gerfield, Head Tech Poohbah



*Looks mean, but try not to fall on the right side.*



*A small hangup.*

Hey there, faithful readership. Remember our test of the Yamaha YZ 125 in the February issue, the one where we said that the little screamer was a good bike except for one fatal failing? Remember that? Well, if you do you'll also recall that that failing was the kind that's getting stock YZ riders blown into the weeds at motocross courses all across the nation at this very moment. To wit: not enough at the top end. A YZ stocker has enough of the right kind of power to cut and thrust in the twisties with the best of them, but tapped on a fifth gear straight the rider might just as well sit

back and wave at the Pentons and Elsinores as they go by. Sad.

But, — flourish of trumpets — not inevitable.

We felt (and feel) that the YZ could use another gear. Most of the quick 125 motocrossers are blessed with a times six gearbox, and if it works for them it couldn't hurt the YZ. But that solution doesn't do the owner of a stocker any good, since adding gears is not exactly known as privateer technology.

But the YZ's lack of extreme poop can be looked at from another technological direction as well, and this time the technology is bolt-on. The Yamaha up-pipe with which the YZ is equipped is the same unit which graces the 125MX, except that there's no accessory silencer unit. But buried in the crook of the pipe where it exits the frame is an internal baffling arrangement which is more restrictive of power than sound. Bad vibes. And the reason that YZ owners all across this great land of ours are getting large mouthfuls of wheel wash from faster machines. Phfuggghhha.

Solution: an accessory pipe that works.

We were fitfully discussing this down at Chuy's Bar and Grill the



other day, when who should walk in but mechowizard Brian Fabre; late of Cooper Motors and 17:1 Maicos, later of the spavined *Dirt Bike* technological staff, and latest of Skyways, the pipe people. We told Brian the problem, and he promptly offered to solve it for us and the YZ owners of America for the price of a good cigar. The editor quickly laid a stale Marsh Wheeling on Brian, and the whole MOTOCROSS ACTION test team was out the door with Brian's trick pipe and a YZ to go with it before he could light up.

He keeps leaving nasty notes with our secretary, but we never return the calls.

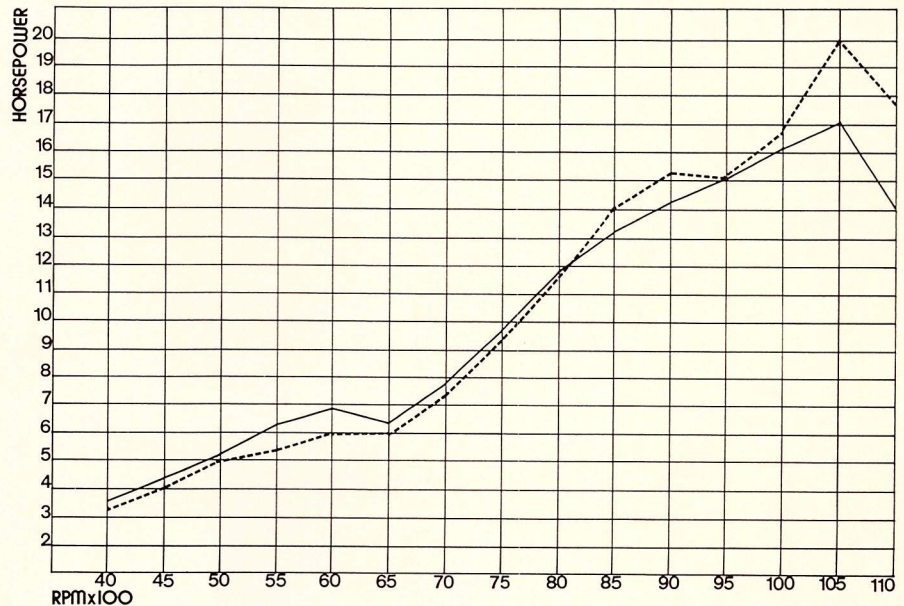
### FEELINGS IN THE APPROPRIATE PLACES

OK kids, seat-of-the-pants-type testing first, cause that's what you cross the finish line with.

Power-wise, the stock YZ is a bummer, because just as the bike starts to pull *really* strongly the power falls off. In a drag race for the first turn this means you have to shift while the guy next to you is still accelerating. And balls-out down the straightaways it means that you'll often run out of gears before you run out of room. At which point you get passed. Often. The new Skyways pipe at least partially solves this problem. While it doesn't allow the bike to rev any higher, it does put more horsies to the ground while it is pulling. Meaning faster acceleration through the gears, and more top end when you get there. Good stuff.

Good stuff and scary on a stocker, actually, because the YZ suspension package isn't up to the extra ponies. At the very least this means putting softer springs on the Thermal Flow shocks and diddling the forks, if the rider wants his survival quotient to remain reasonably high. At the most it means good accessory shocks and a fork kit. See this space next month for a few words on the latter.

So seat-of-the-pants style, the Skyways pipe distinctly improves the YZ125's performance. "But," the technofreaks ask, "what does the dyno say?" Fair enough.



RPM	Stock YZ 125	YZ 125 w/Skyways
4000	3.68	3.68
4500	4.32	4.32
5000	5.1	4.9
5500	6.16	5.39
6000	6.72	6.0
6500	6.44	6.1
7000	7.56	7.5
7500	9.6	9.3
8000	11.84	11.6
8500	13.45	13.9
9000	14.32	15.3
9500	15.2	15.2
10000	16.32	16.7
10500	17.05	19.8
11000	14.08	17.82

YAMAHA YZ 125

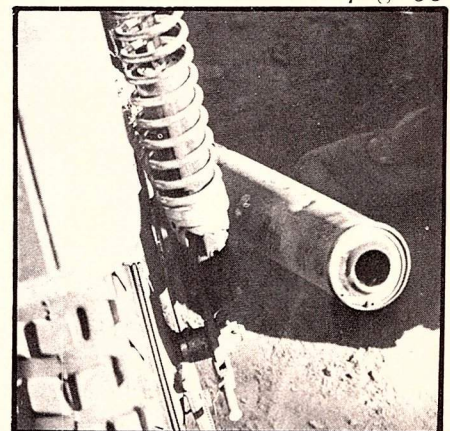
### YAMAHA YZ 125 W/SKYWAYS PIPE

allowed far too much movement, eventually working itself free of the head, and the rear mounting bracket (a bolt-it-here, bolt-it-there steel strap) cracks. However, by the time this is in print Fabre swears to us that a new mounting system including under frame mounts will grace his sensuous creation, holding it tighter than a maiden aunt's smile.

The Skyways pipe will be available directly from Skyways distributors around the country, or through Yamaha dealers courtesy of Yamaha Parts International. Or you can order direct from Skyways, 12300 Gladstone Ave., San Fernando, California 91342. Cost is a non-miserly *Continued on page 53*

Said technofreaks will understand what all that means; the rest of you need simply to understand that between 7000 and 11,000 rpm, the Skyways YZ picks up an extra 2.75 horsepower — easily enough to get you from here to there a whole lot quicker. These readings were taken on the Yamaha International dynamometer, which is more or less similar to the factory dynamometers in Japan. The readings as graphed are uncorrected, but using a correction factor of 1.1 (standard for the Southern California area) you find that the YZ with the Skyways pipe generates 21.9 horsepower at the countershaft. As Pepe Lotsaponies would surely say, "That's a spicy read-out!"

The one drawback of the skyways pipe as tested is the mounting system. The pipe was



*You pay a penalty for not keeping a tight pipe.*



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L-1001



D-133



C-505

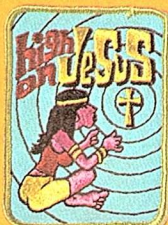


C-521

(Also ITALIAN #C-523)



L-1043



L-1057



L-1058



C-553



L-1056



L-1027



L-1041



L-1046



L-1026



L-1024



L-1054



C-506



C-542



L-1032



C-557



D-119



C-586



C-587



D-101



L-1033



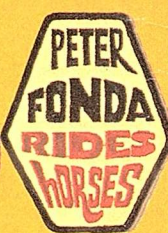
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C-545



C-514



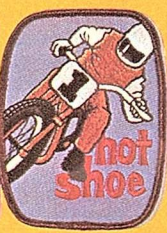
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L-1023



C-551



C-589



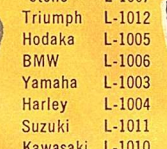
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L-1055



L-1009



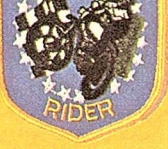
Norton L-1002  
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Hodaka L-1005  
BMW L-1006  
Yamaha L-1003  
Harley L-1004  
Suzuki L-1011  
Kawasaki L-1010  
Honda L-1008



L-1042



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## ESSENTIALS

by H. Dan Gerfield

# RACE PREPARATION

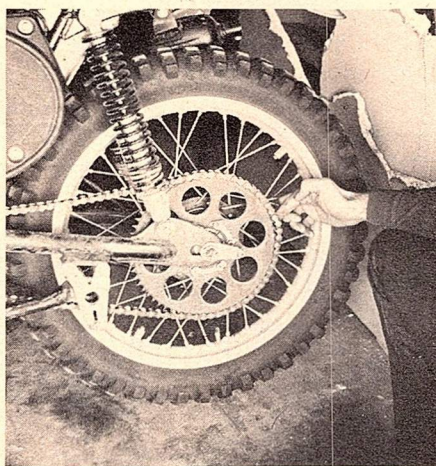
*What to do before you kiss the trophy girl*

So you wanna go racing. You think that makes you special or something? By official count more people than you can shake a downpipe at want to go racing, so your wishes, wants and desires don't exactly make you a trick item. Neither does buying a bike, entering a race and having Mary Lou throw a cup of water in your face everytime you come around Turn Three. If you want to be trick, really *trick*, you have to go one finite step further into the metaphysic of motocross. You have to do something that only a certain, small numbered few of the racing elite regularly indulge in. You have to PREPARE.

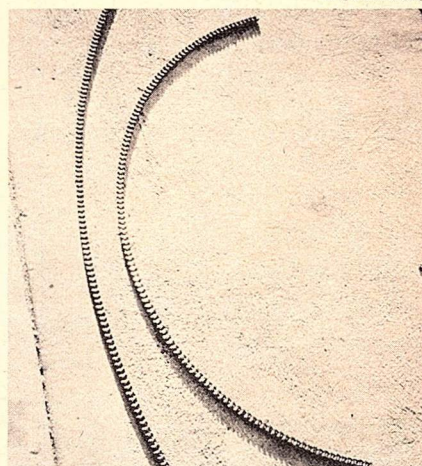
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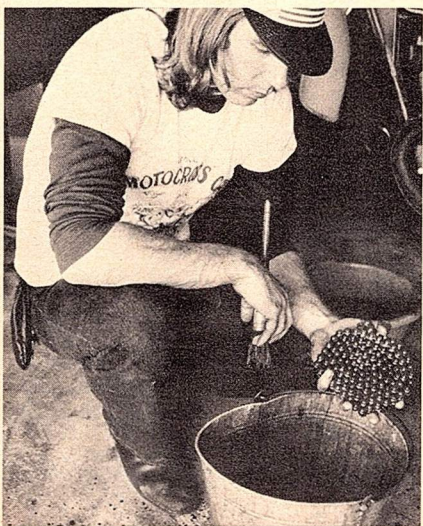
1. Air cleaner first. Pull out the mungy and soak it in gasoline for a spell. After the spell is over, re-oil and re-insert. Don't wring, squeeeeeeeze. Ah.



2. You'll want to clean your chain, but check it out first. If your adjuster is extended all the way and your chain does this, you have problems.



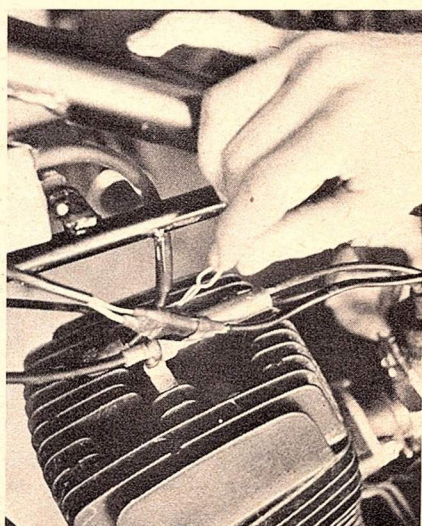
3. New chain on left, old, unusable chain on right. If the bow is more than six inches, you need a new one. Don't try to get by.



4. If everything's cool, clean the sucker. We suggest letting it sit in gas, kerosene or whathaveyou for a while, drip drying, then letting it sit in gear oil. Chain lubes are fine at the track, but . . .

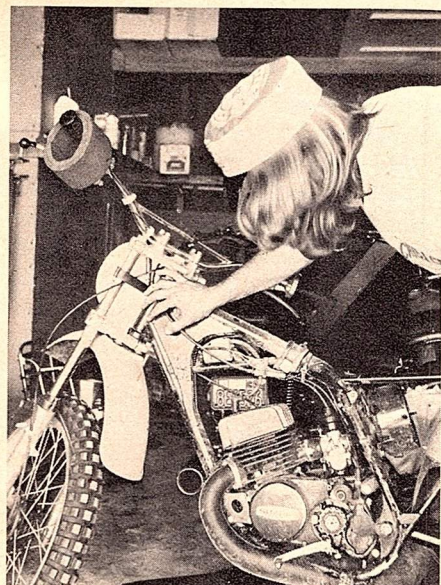


5. Check those cables. Nothing's less fun than coming into the turn at the end of a fifth gear straight with a throttle that won't. Ask Gary Jones. Lube thoroughly with your favorite trick device.



6. Electrical hookups like this should be checked for signs of corrosion, splitting, etc., then taped tightly. And waterproof that coil.





7. Now that you've got the tank off, check the frame carefully for cracks. Pay special attention to motor mounts and gussets. If you find a crack, look in the Yellow Pages under "Welding."



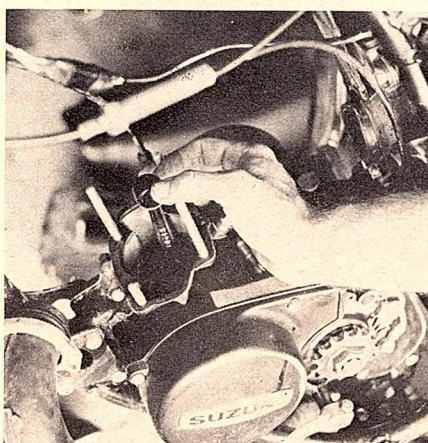
8. Check the steering head for play by trying to jiggle it in unnatural fashion. Ditto the swingarm. While you're messing around with the front end, change your fork oil and check the seals.



9. There comes a time in the life of every engine when you're going to have to look inside. Yuck.



10. One thing you'll probably find is carbon buildup; especially around the exhaust port. You'd be amazed at how much faster your Hasevarna will go without that crud. Clean 'em out with a Dremel tool or emery paper. Please be careful, or you'll find yourself with over-portly ports.



11. While it's all apart, check the rod for excess wiggle...



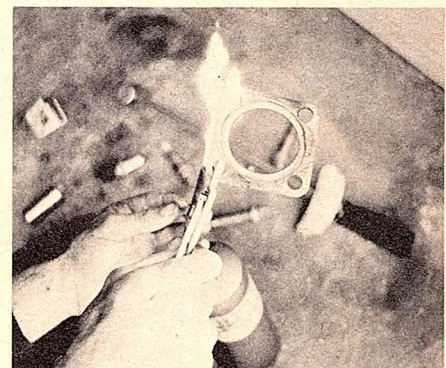
12. ... the bearings for wear and cage deterioration, the bushings for wear and scoring...



13. ... and check all the esoteric stuff like piston clearance, ring gap and wear, etc. If you're going to be doing this, you should have a shop manual that'll give you the right numbers.

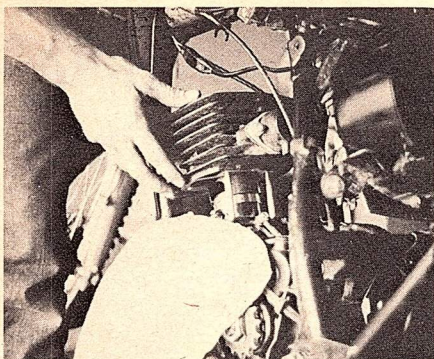


14. Carbon and minor scratches can be dealt with with emery paper. Scored piston means new piston. While you're at it, decarbonize the head, too.

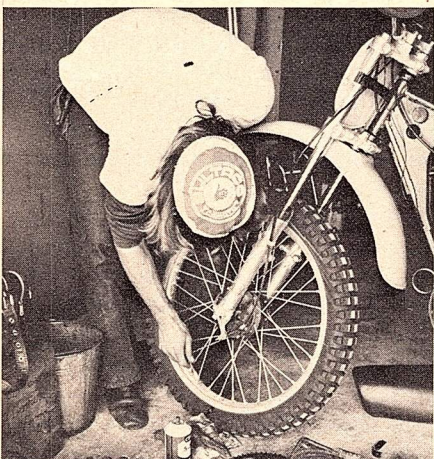


15. Copper gaskets like this head gasket can be reconditioned with a propane torch. Heat till cherry-red, then throw in a bucket of water. That'll take care of the carbon and other crud, giving you a like-new gasket.





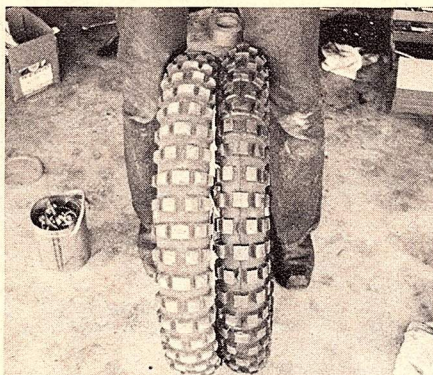
16. Refitting the cylinder over the piston is tricky for one person, unless you leave off the rings. Inadvisable. Clamp a hose clamp around them instead, slide cylinder just over the rings, remove hose clamp. Simple, what? Easy does it.



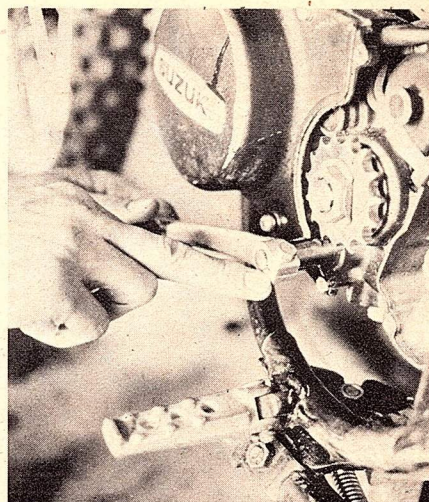
19. Spokes, wheels, brakes. Check the brake linings for wear, axles for excess play or binding, spokes for tightness, tires for wear, etc. Grease the wheel bearings before you put it all back together. Rims bent? For shame.



17. When you've got it all back together, make sure that all pertinent nuts and bolts are correctly torqued. Use a calibrated torque wrench on the head. Wrong, Baz.



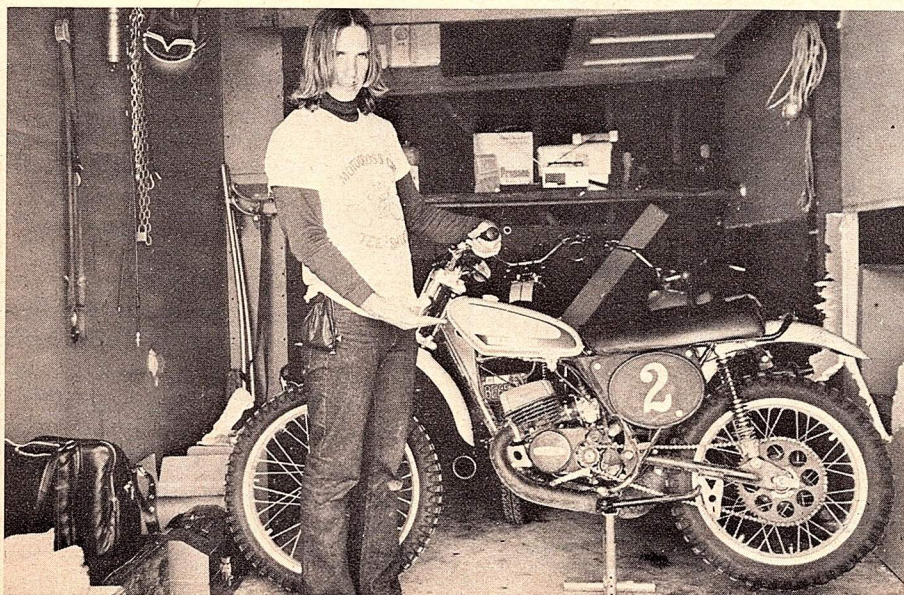
20. Old tire on left, new tire on right. You pick, it's your bod.



18. Check out your shift lever to make sure it's seated tightly on the shaft. Dirt can get in there, causing slippage and many woes. Clean and retighten.



21. When it's all back together, spray everything with a good cleaner/lubricant/protectant like CRC 5-56.



22. All set. Now you can put on your Chap Stick and go get her.

No, pilgrim, we're not talking about cleaning your air filter and re-gapping the plug, maybe adjusting the chain if you're really feeling into it. The guy who brought his Harley Sportster to the Open Beginners' race knows enough to do that. We're talking about preparation, *race* preparation, the kind that'll give you an odds-on chance to finish every moto with nary a cough or ka-chumph. If you want to go fast on Sunday, you got to wrench slow on Saturday. Here's how.

\*



## RACE TEST

# COOPER 250 5-SPEED

*brainchild of america, product of mexico,  
looks like a maico, smells like a yamaha,  
goes like a freight train... all yours for  
under a grand*



*The only reason he's sleeping is 'cause the Cooper is turned off. When it's on, you'd better be awake.*

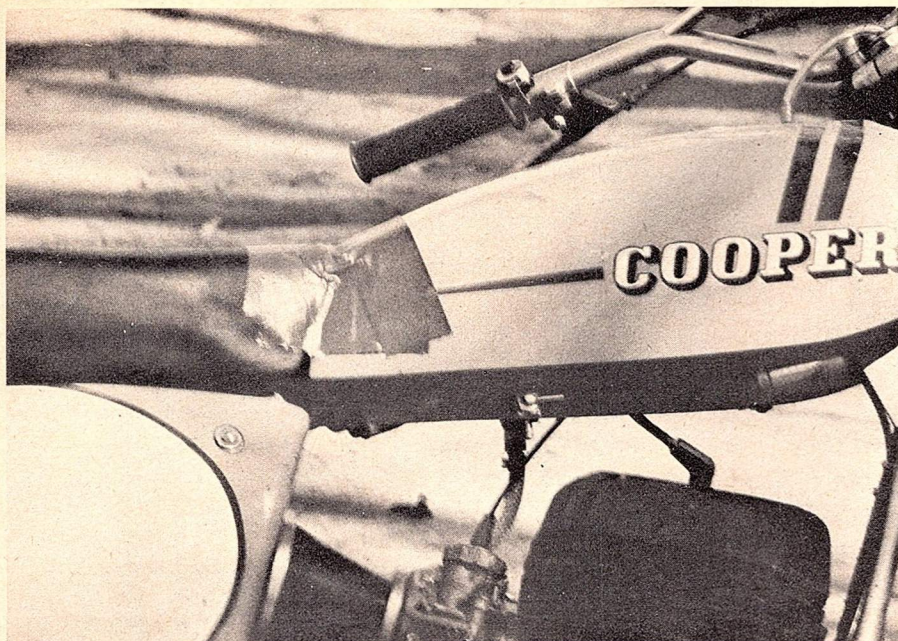
Battle lines are being drawn to carve up the 250cc motocross market and the score card looks like this: The Spanish factories are producing ultra-lightweight, thin gauge "works"-type bikes in the \$1200-\$1400 price range, ready to race and ready to win. CZ, Maico and Husky are trimming weight like crazy to keep up, but also trimming production costs to stay in under \$1500. The Honda Elsinore, Yamaha YZ and the Kawasaki KX250 are groping for the lion's share with big dollars, big volume and saturation winning. At the bottom of the heap, the Yamaha MX250 and the Suzuki TM250 fight over the scraps left by the marketing heirarchy, luring those who can't come up with the big bucks for the big bikes. Into this underworld of the sub-thousand-dollar production racers is born the Cooper 250 five-speed, an American brainchild made in Mexico.

There're a lot of things good about the Cooper besides its low price. The frame and swingarm, except for the swingarm pivot, is a dead ringer for the Maico. Small wonder, seeing as how the names Cooper and Maico have been synonymous this side of the big river for a long time. The motor, too, has much of the Maico designed into it, with heavy crank wheels and similar exterior dimensions. The barrel and head, however, have more in common with a Yamaha, sharing the same piston and same head/barrel bolt patterns. Porting is strictly Maico and a bit on the radical side, to the extent that a Maico RS pipe will bolt right on and really make the pooper poop.

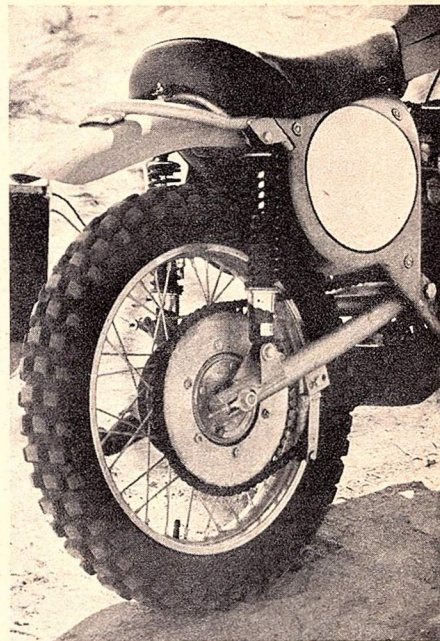
In the grand old tradition of Mexican motorcycle building, the forks are long, long travel Betors and the shocks are short, short travel Boge. When coming down a bumpy straight, this setup sort of leaves the rider between the devil and the deep blue sea. The forks soak up everything, leaving your butt completely unprepared for bone-jarring hits coming up when the shocks take over. But who's going with stock rear suspension anymore? Most people have their own ideas.

Problem is, it weighs a ton. Well, that's not true. It doesn't





*Monster tank and wide seat bit the Bazzar's thighs, so we taped it to death.*



*Maico swingarm will take Maico hub, Wheelsmith goodies and GP modifications.*



*Full width front hub works well, but carries a lot of heft. The fender's kinda small for mud work.*



*Rough cast case cover weighs plenty, but does the job. Check out the frame. Can you Maico freaks dig it?*



*Those long-haul Betors make the biggest bumps feel like a toe dancer's handshake.*

weigh a ton, but at 236 pounds with gas, it weighs closer to a ton than you'd really want to get with a 250. But like we said in the beginning, this bike isn't competing with the super-lightweights, it's competing with the super-heavyweight, low-price two. And at 236, it's right in the ballpark.

So what makes the Cooper a clear choice over the Yammer and the Suzook? Why, the two things

a bike needs to be competitive, that's what. The Cooper five-speed reeks of power and handling, two things that normally don't come cheap but on the Cooper come in spades. Turning up the wick is like waking a sleeping giant. First it rumbles, then it rolls, tossing and churning, trying to drive some life into the heavy crank wheels. Once the ports overcome the inertia, things start to happen and the

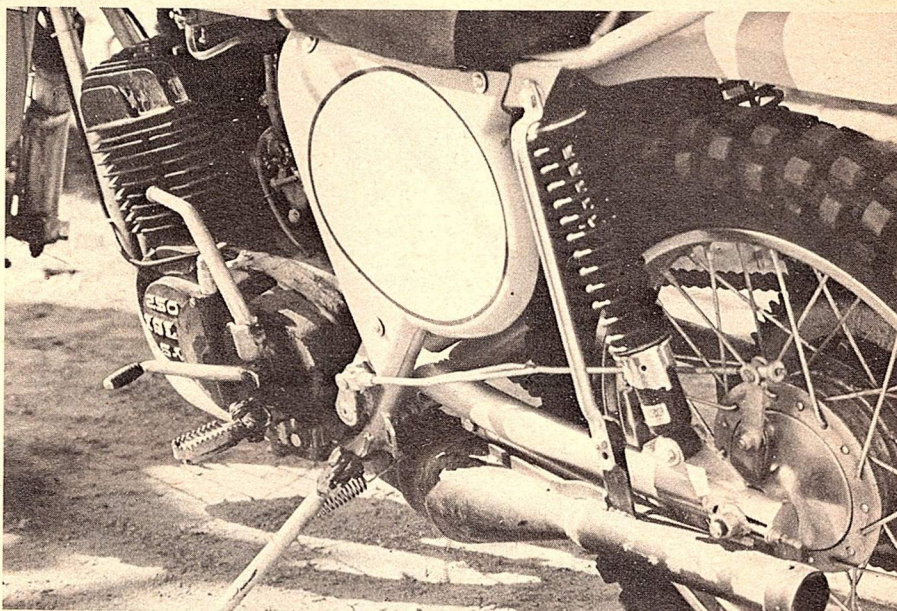
bike gets under way. When the motor revs up to about 8000, you throw the big shift and the machine, will literally leap forward as the massive flywheels drive torque through the higher gear. Feeling power like this in a 250 is an exhilarating experience, and you can really get off on it. Another exhilaration is felt coming into the first turn, when you shut it down and nothing happens. The rolling



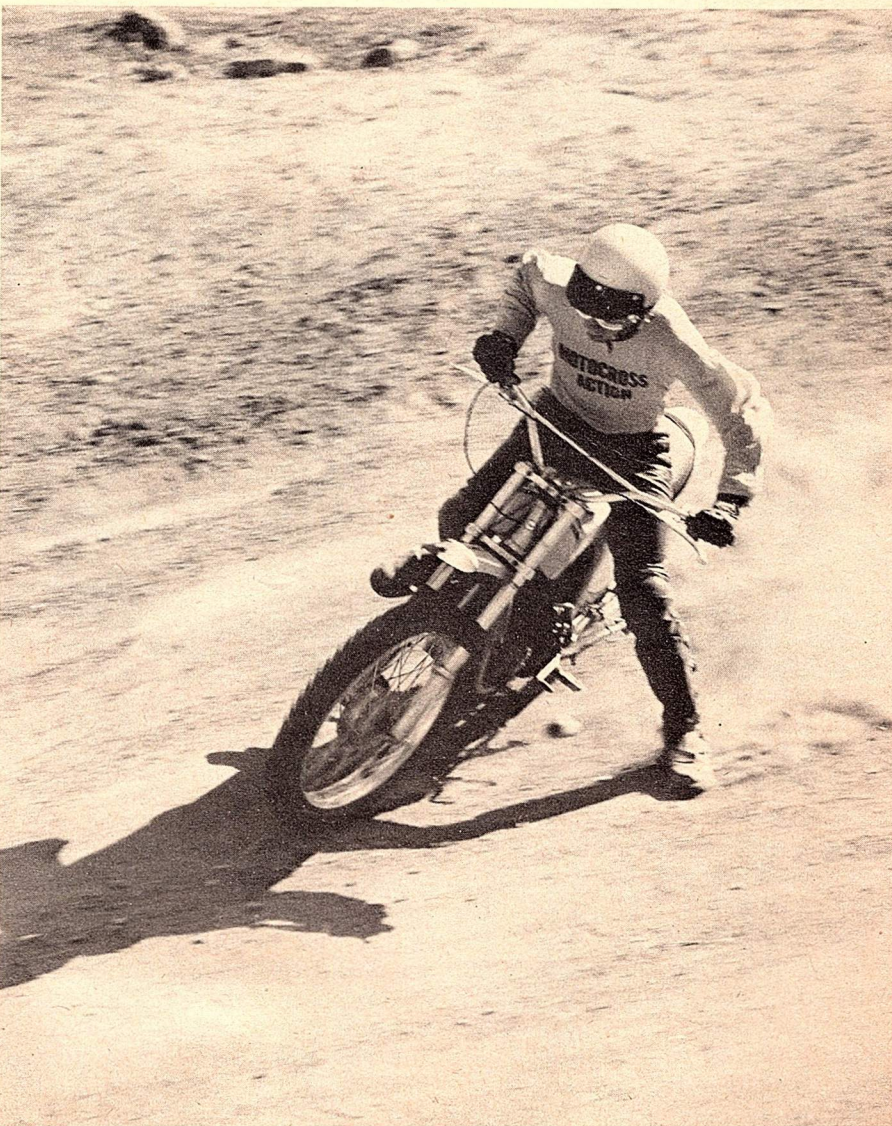
inertia on the Cooper is so great that snapping the throttle closed has literally no effect on the forward momentum of the machine. That's something you can get off on, too. It's your big chance to follow Jeff Smith's school of "either on the gas or on the brakes" motocross. There's no in-between on the Cooper.

Once you get your cornering speed dialed in, turning the brute is a breeze. (Remember, good thing number two: handling.) That Maico geometry works, no matter whose name is on the tank. The handling is quite predictable: The things it does wrong, it does wrong all the time, and the things it does right, it does right with a flair. Throwing the Cooper into a berm is really the last thing you want to try right off, as sliding is the bike's forte. The first time into a berm you'll find the bike's weight wants to keep it going straight and some degree of conscious effort is needed to crack it over. If you don't really throw it down, the front wheel will want to walk over the top, and then where will you be? Hurtin', probably. Once you get it heeled over and up against the berm proper, the front end, takes the opposite tack and wants to turn in, ignoring any of your attempts to pull it out with the throttle. Again the huge rolling inertia takes effect here, as the normal "gas on" time has to be moved to an earlier slot to allow the motor ample time to build steam.

Sliding is another story. Enter a flat turn as fast as you want, give it the old heave-ho and turn the gasser up all the way. That Cooper will hunker down to a long, controlled, full-on power slide that would make Dave Aldana quake with ecstasy. So, you run all this fine sliding info through the motocross centers of your brain and program up a berm working technique that will leave the competition eating your knobby wash. Gas it down the straight slightly inside the line you would take for a full berm sweep. At the precise moment, usually determined by what it says on the back of your competition license, pitch it sideways and roll on the go juice, aiming for a point about 20 feet beyond the berm. As you collapse into the berm you'll hear a distinc-



*Rear hub is reelly beeg; shocks will do all right 'til you can come up with something better. Gosh, that kickstarter looks familiar.*

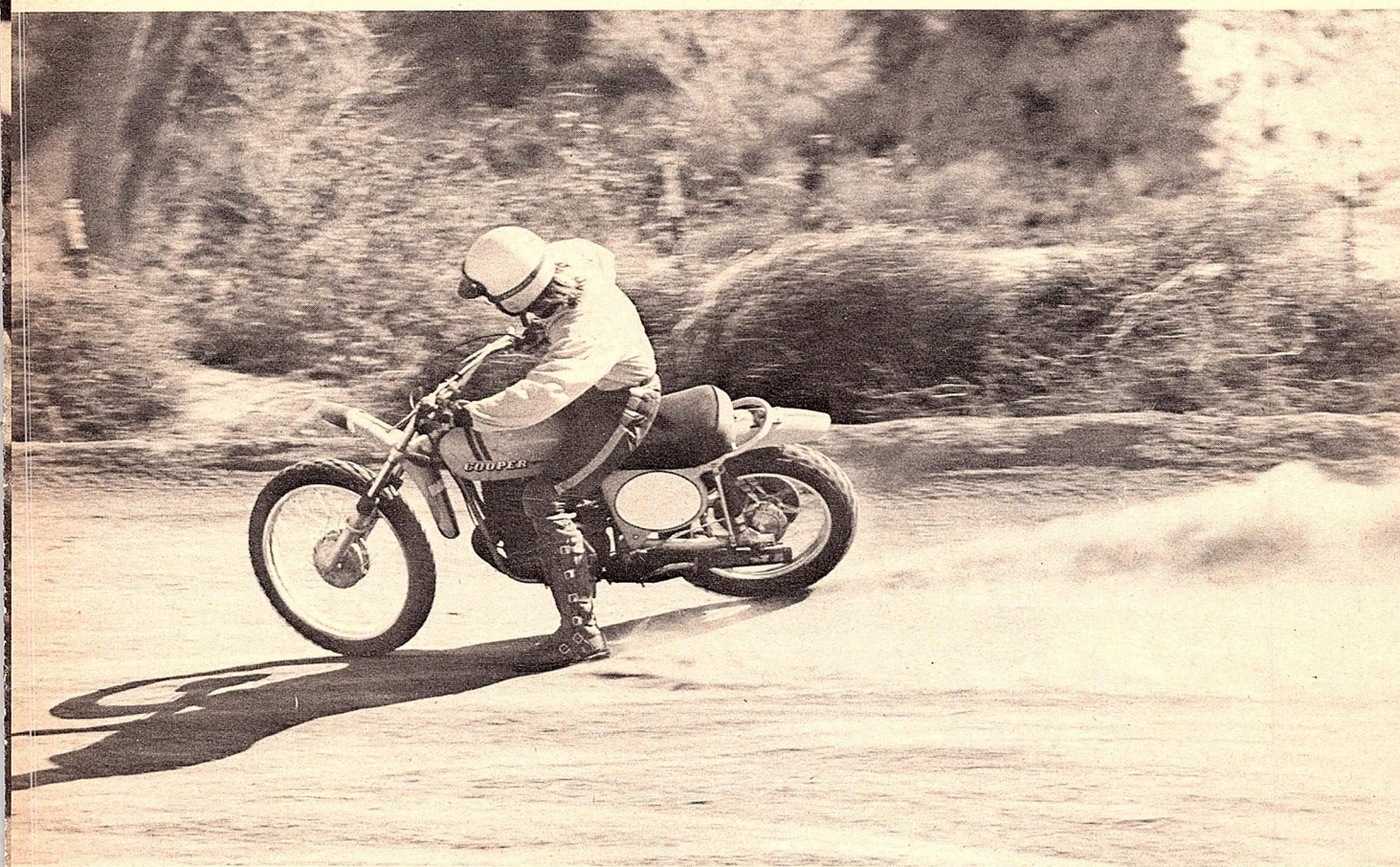


*Setting up for a turn: Pick your spot on the berm, pitch it sideways and wait for the collision.*





*BLAM! Hitting a soft berm with 236 pounds of sideways energy can be a moving experience.*



*On the flat stuff, the Cooper five-speed thinks it's an Astro.*

tive "WHUMP." This means your Cooper is alive and still working under you. Don't shut off the gas at this point for *anything*. If you do, all promises are null and void. If, like a good motocrosser, you keep it full on, you'll rebound off that berm like a harpooned buf-

falo, on the back wheel throwing a big rooster tail and looking just like Marty Tripes on his lead pipe CZ. Amaze your friends.

There's a lot of bad stuff on the bike, if you think of bad stuff in terms of anything that stands in the way of a bike being the per-

fect motocrosser. The hubs are bulbous and heavy, following another Mexican tradition of using a full floating rear hub with a non-floating brake torque arm. Rims are steel, and the rear sprocket is as solid as a frisbee. The motor is monstrous, with castings as



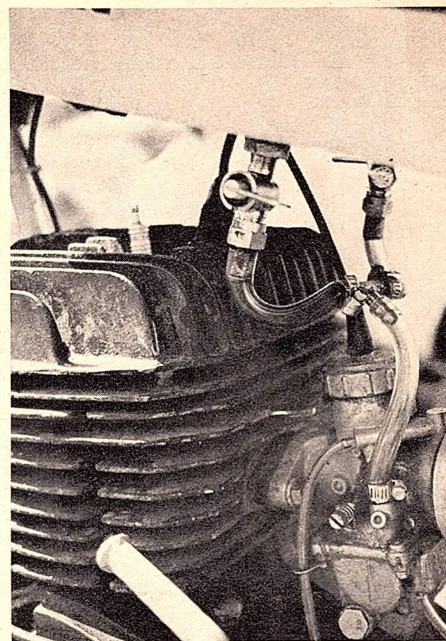
thick as Adolf Weil's accent. A flange mount Mikuni causes gas frothing, and the squinty gas petcocks on our test bike had to be replaced with Webco items to flow some fuel. The footpeg setup, brake pedal and kickstand look like items picked off the battlefield after the Crimean War. Even the rear brake rod looks like it was designed by the Army. We figured the huge 2½-gallon tank was good for about a three-hour moto, but something on the smaller side would suit the needs of most. Bazzar kept complaining about getting his thighs pinched between the seat and the tank. Maybe the bike was trying to tell him something.

The Regina 5/8-inch motocross chain will score many points with chain freaks, as will the K & N oiled mesh-foam filter with filter freaks. Kickstarter freaks will freak over the kickstarter, a design stolen from Frank Cooper's mind many years ago by an obscure

Czechoslovakian tractor manufacturer whose product is tested elsewhere in this issue.

One of the hidden beauties of the Cooper is its Maico chassis, allowing many Maico trick and stock parts to be bolted right on. A Maico rear wheel bolts right up, saving hundreds of oh zees in unsprung weight and brake linkage. The Cooper responds beautifully to the Maico GP swingarm treatment, giving you a ride as soft as Willi Bauer's cheeks. Goodies like the Wheelsmith pegs and chain guide nestle into place. The mind boggles at what a set of Maico forks and clamps would do. Look at it this way: It's a bike that will never break, so you can keep it as long as you want, making it better as you get better. Don't forget, it still costs under a thou.

Look, take the money you save buying a Cooper and spend it on some good tires. The stock heringbone Bridgestone knobbies only get traction on dead herrings.



*Big Webco fuel taps and monster lines got enough gas to the float to keep frothing down. The stock ones don't work. Spigot mount carb would run cleaner, be easier to jet.*



*It's a good thing there's power to pull it out or you could plant it like a flung pitchfork.*

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# RACE TEST

# CZ 250

*get ready for a whole new generation of "CZ freaks"*



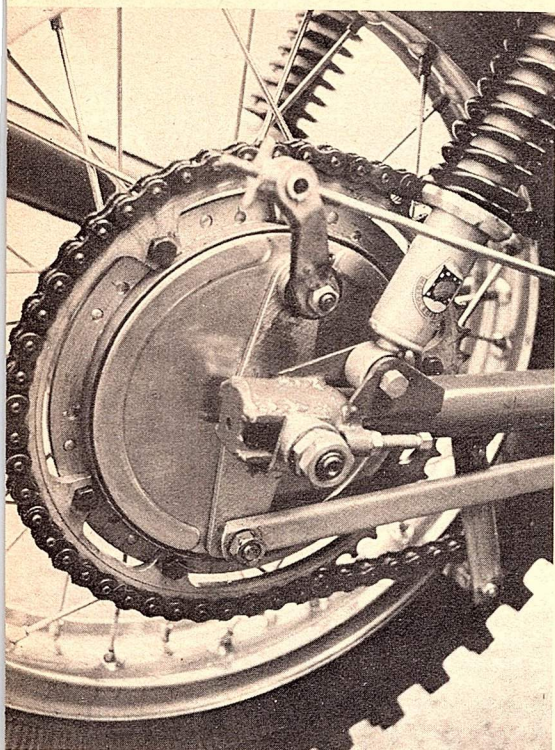
We test a lot of different bikes here at MOTOCROSS ACTION, and we have the scars to prove it. The Buzzer, for instance, has a hole in his leg which is the exact size of a Can-Am 125 axle, while Mike's spine is permanently inscribed with the unmistakable imprint of a Yamaha 360's rear knobby — all the more impressive when you consider he'd been rid-

ing the bike mere seconds before. But that's all fluid into the dirt, as we say. Point is, when you ride and test lots of different motorcycles, you begin to look for ways to characterize them. Like this. Yamaha YZ250 — for experts only. Hodaka Combat Wombat — for the little bit of everything rider. Maico anything — for the man who wrenches as well as he rides.

Some bikes aren't so easy to classify, of course, but the new CZ 250 is. Right out front we'll tell you that the CZ is not an all-around bike, should not be bought by the guy who wants to maybe race, maybe cowtrail next Sunday. That's not what this bike is about. The CZ is an uncompromising motocross machine — but unlike

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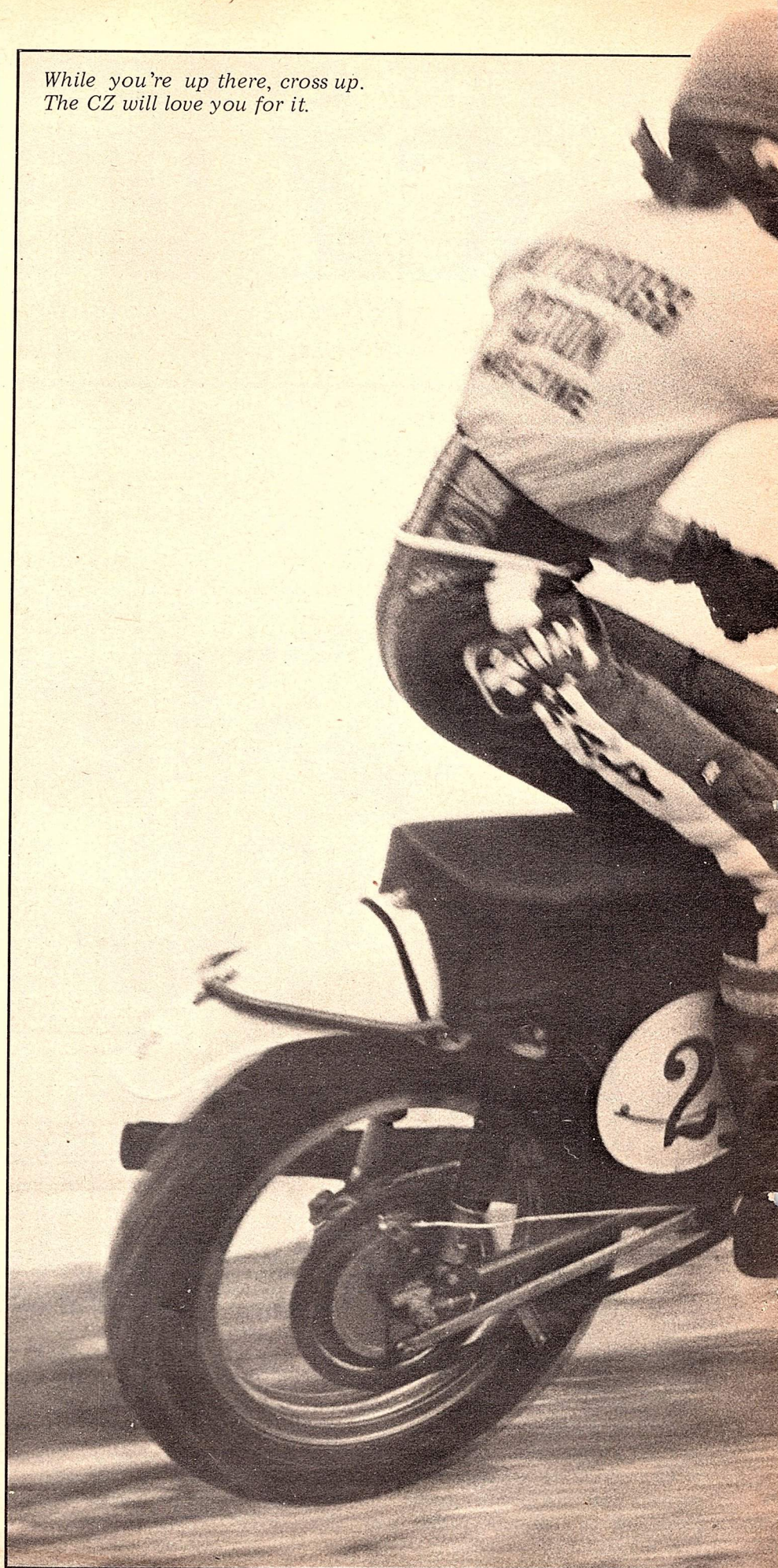


*Lookit that sprocket! They cut away everything but the teeth.*

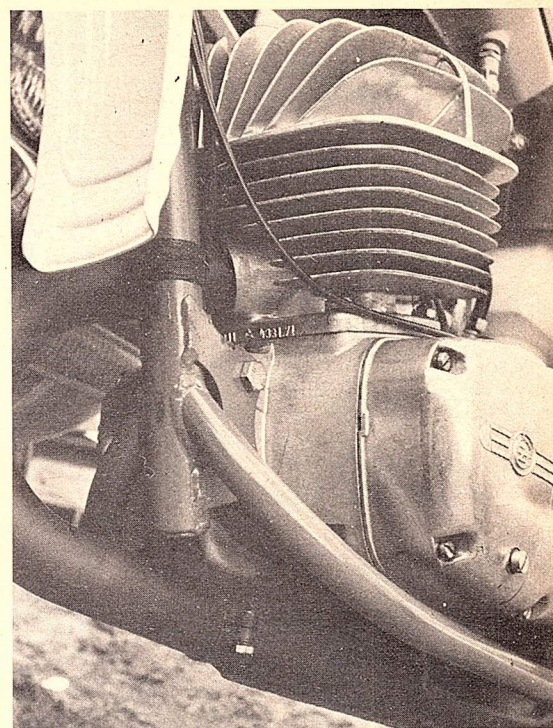
many other bikes which fall into its class, it is not an uncompromising motorcycle.

Uncompromising race bikes punish even the smallest mistake harshly. Pick the wrong line, put your weight in the wrong place, get on the throttle at the wrong time or in the wrong gear and you'll either go nowhere or end up on your head. The CZ, in contrast, compliments the good rider, yet doesn't punish the bad one unduly. It is an excellent bike to go from OK to excellent on, a safe enough bike to ride only "adequately." The power is not unpredictable, but it's there. The handling isn't chancy, it's natural. You do not have to overcome natural deficiencies in one area (say, handling) by making the bike work harder in another (say, speed). It's a package, not a trade-off. Maybe not as surgically precise as a Maico in the corners, it exits faster. Maybe not as explosion-quick out of those corners as a YZ, it enters and exits correctly, smoothly, with the least possible fuss. Because the Czech engineers have taken this package approach to building a motocrosser, the CZ rider is likely to get into and out of a given corner as quick, or quicker, *on the average*, than anyone else on stock machinery. And

*While you're up there, cross up.  
The CZ will love you for it.*







*Frame split below the pipe is one way to tell it's not Falta's, but it'll do.*

averages mean a lot in 20-minute-plus motos.

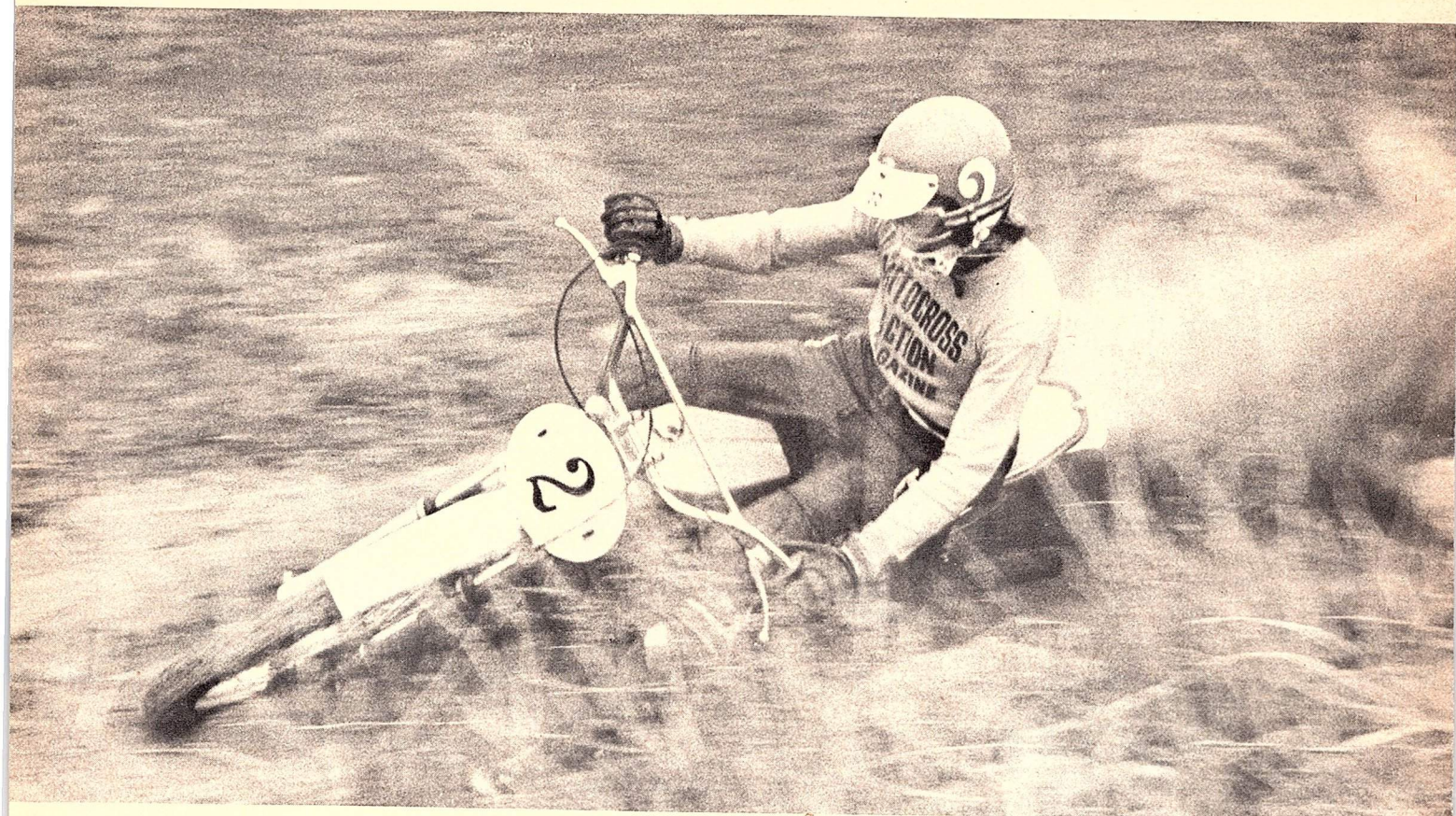
Because of the CZ combination of spot-on handling and power, the Czechoslovakian Trade Ministry has always been able to count on selling a bunch of them. This despite the fact that in recent years CZ has been a heavyweight among lightweights in the serious 250cc class. It may have weighed 240 pounds, but it was reliable, competitive and — maybe most of all — it was a CZ. So it sold. And it'll sell again this year, for all those reasons and a few less.

#### HOW IT CHANGED

Less? Yep, about 22 less to be exact; and in all the right places. On the gate, with a half-gallon of gas (and that's about enough for a 20-minute moto — no wastrel the CZ), a stone stock CZ weighs 218 pounds. Quite respectable, and it's relatively cheap and easy to go down from there. Trade the ten-pound steel coffin tank in on a plastic jobbie, and you've cut almost eight pounds. Replace the steel rear fender section and the steel air box with custom numbers from some CZ specialty house like Coast Moto Cycle or Grand Prix Cycles, and you find yourself in the trick Spanish weight range real

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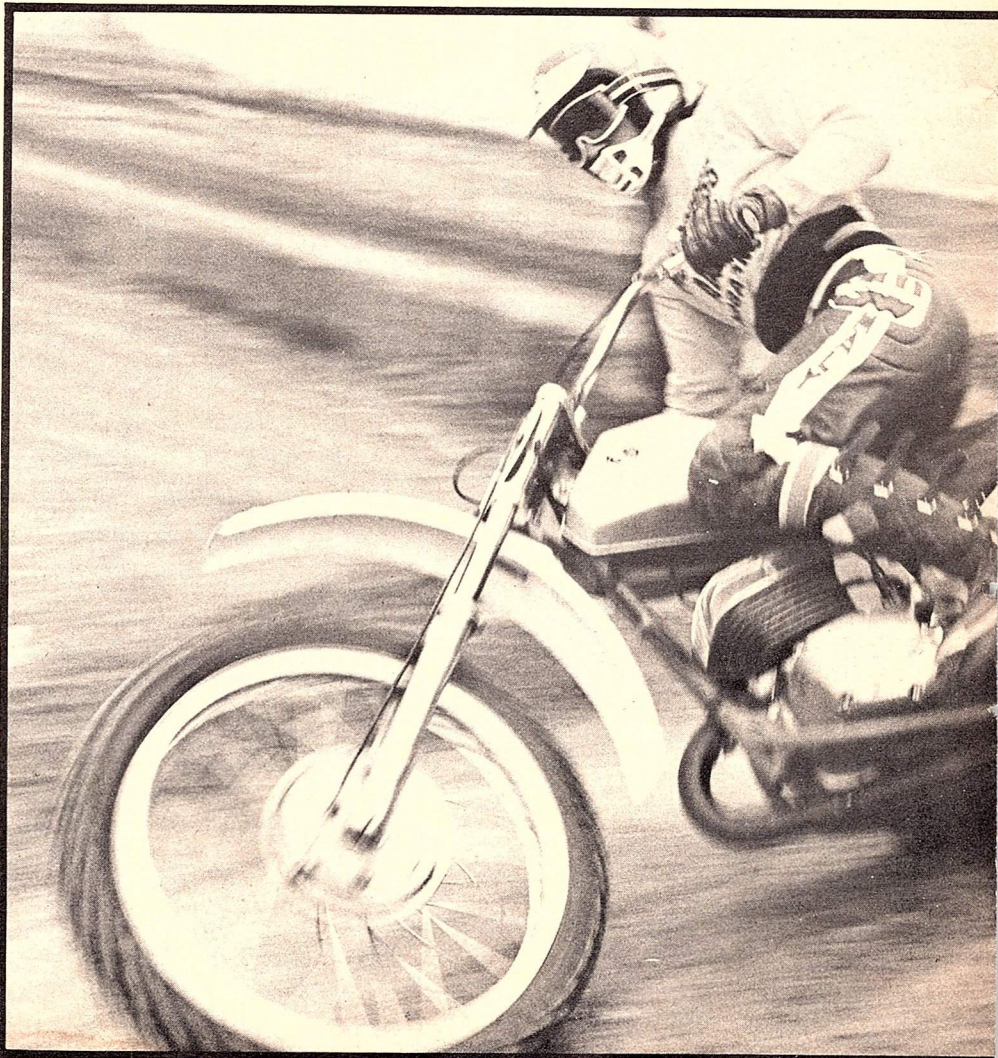




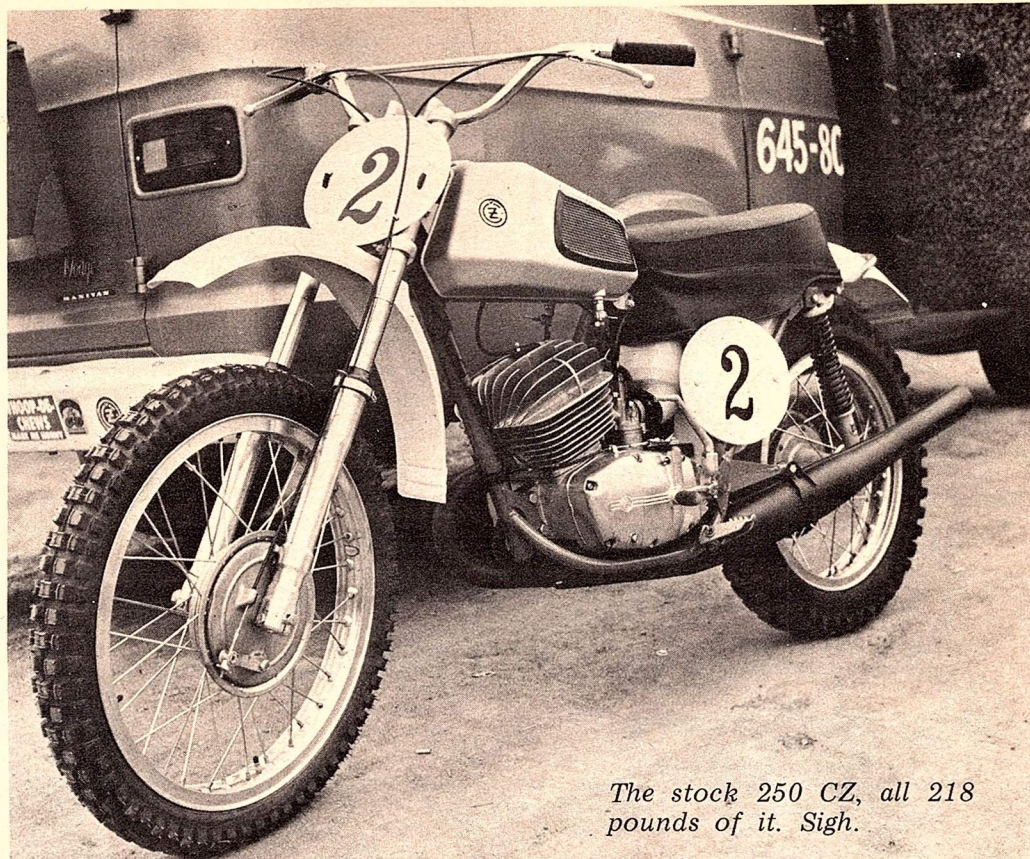
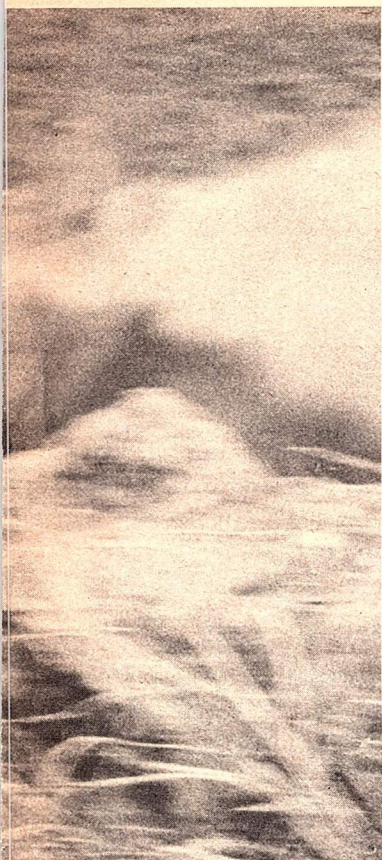
quick. Yet you've still got a bike which is as much the motocross standard of reliability as the old DT-1s were in the street/trail category. Unless you're the kind of mechanic who parks it on Sunday evening and kicks it over again next Sunday morning, you'll rarely if ever DNF with your "trick" CZ.

Where did the weight loss happen? The frame, for one place. Gone is a maze of traditional CZ cross-bracing, along with steel air box mounts (rubber now), and the massive steel rear brake locking arm (channeled aluminum now). Both hubs are of cast magnesium, as are the backing plates, greatly reducing unsprung weight and making the CZ the only production bike on the market with 100-percent magnesium hubs. That isn't new, of course, but it's still trick. The rims are Akronts (the old kind, but it takes a few years to get these radical changes through the plans commissar), and the bolts are alloy with locking aircraft nuts. All light, and it all works.

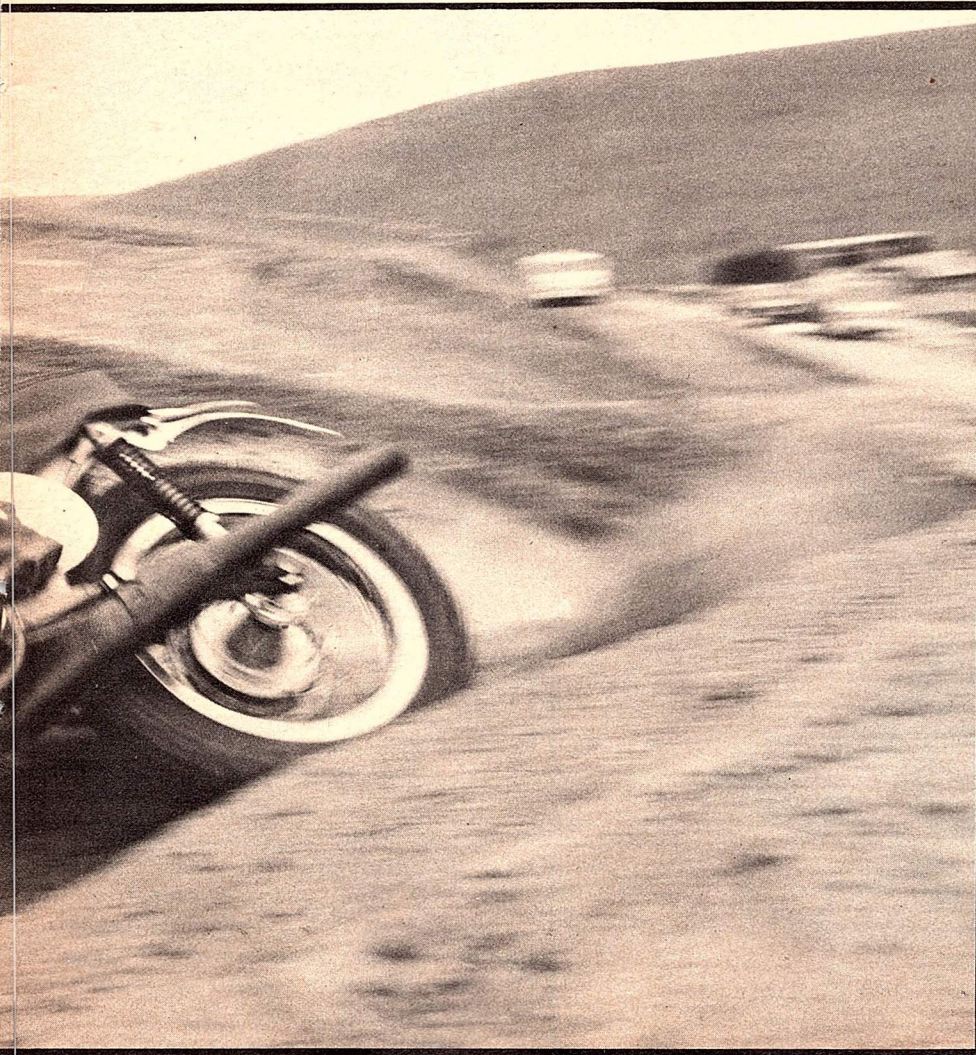
The rumor has been that the new CZ would feature the works Grand Prix split frame, which is true — depending on how you







*The stock 250 CZ, all 218 pounds of it. Sigh.*



look at it. The new frame is not the *current* GP frame which people like Baborovsky campaign, though some have said it is (probably because it's painted red). This one splits below the pipe and is of a high grade mild steel, whereas the factory works item splits *above* the pipe and is of chrome moly. Sure it would be nice if the stocker was 4130 too, but politics is politics, so most Czech chrome moly is used on Russian tanks — the kind with treads. But it *is* a GP frame, the kind that a couple of guys named DeCoster and Robert used to straddle before they got that old Suzuki yen (heh, heh). And that ain't bad. The center frame is lower than last year's model, and there's a half-degree more rake in the neck — helping to make the CZ a seriously long motorcycle. Compare the bike's 56½-inch wheelbase with the 250 Maico's 55 inches, and you'll better understand some of the things we'll talk about when we discuss handling.

That extra half-degree of rake is quite possibly responsible for the '74 CZ's most obvious defect, however. While the bike handles front wheel touch-downs with the greatest of aplomb, the more or-

*Continued*



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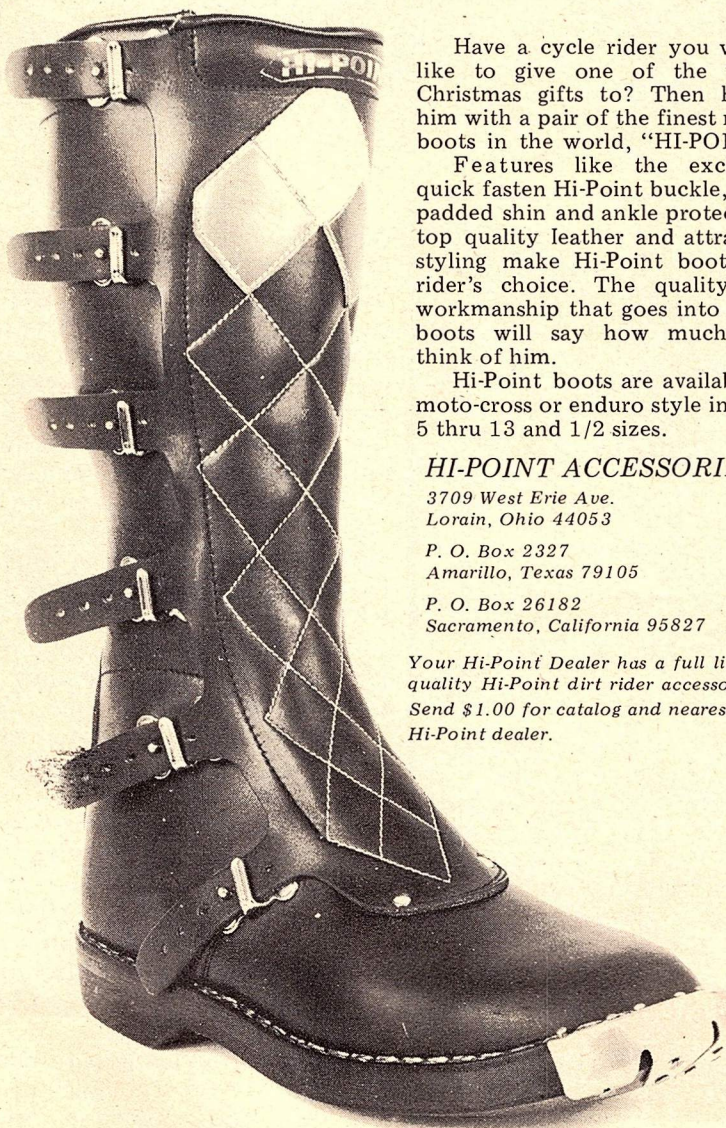
(408) 293-1831

## CZ TEST

thodox rear-wheel-first style is incredibly hard on the rider. That extra half-degree seems to inhibit fork damping action. Or perhaps the problem is simply sagging fork springs (those on our test bike did). Or maybe it was bad karma. Whatever. We're experimenting with the forks at this very moment, and as soon as we figure out what it'll take to make them work we'll let you know.

CZ has left the powerplant pretty much alone, and why not? Basically, there's none better. The only power problem can be traced to the Jikov carburetor, and the

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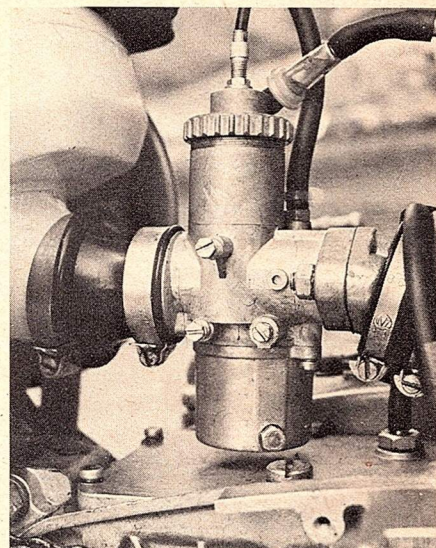
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*And this has got to go if you want to win.*

factory is stuck with it. The serious CZ rider will know what to do about that. The gearbox, moto-cross' standard of reliability, is also traditional CZ, though with a few unfortunate but minor differences.

Difference One is the substitution of bushings for needle bearings in the transmission. Prices being what they are these days, this change was probably necessary if the bike was to retail competitively; but bushings aren't as reliable as bearings, and their inherent drag factor must cost the bike about one-half horsepower in a place where that term has real meaning. Still, it's not a tragedy, just an annoyance. Those who are sincerely annoyed can always look around and find a bearing supply house which stocks needle bearings of the appropriate size, and make the switch. With the proper tools (which come with the bike,

AVAILABLE IN MOTO-CROSS OR ENDURO STYLES AT YOUR HI-POINT DEALER



or should), CZ gutsmanship is as straightforward as ever.

The second difference is a spring-loaded shifting plate locating plunger which doesn't, always. This is the widget that screws into the top of the cases and — when working properly — holds the selected gear. First models had a spring which was too weak to properly engage the plunger, and as a result the bike would not hold

*Continued on page 56*

#### CZ 250

##### SUGGESTED RETAIL PRICE:

\$1365 (w/tools)

##### ENGINE TYPE, INDUCTION:

two-stroke single, piston-port

##### DISPLACEMENT: 246.2cc

##### BORE & STROKE:

70mm x 64mm

##### COMPRESSION RATIO: 10.5:1

##### CARBURETOR: 34mm Jikov

##### CLAIMED HORSEPOWER/RPM:

32 @ 6800

##### PRIMARY DRIVE:

Gear, 2.3:1

##### GEARBOX/SHIFTING:

Five-speed, left side

##### GEARBOX RATIOS: 1) 2.46:1

2) 1.85:1 3) 1.47:1 4) 1.24:1 5) 1.11:1

##### AIR FILTER: Paper

##### ELECTRICAL: Magneto

##### LUBRICATION: Pre-mix

##### FUEL CAPACITY: 2.5 gallons

##### SUSPENSION:

7½-inch travel, telescopic forks

(front)

Motocross Special hydraulic shocks

(rear)

##### TIRES/RIMS:

Front: 2.75x21 Barum/Akront

Rear: 4.00x18 Barum/Akront

##### WHEELBASE: 56.5 inches

##### WEIGHT:

Claimed: 210 pounds

Actual: 218 pounds (with ½-gallon of gas)

Front wheel: 100/46 percent

Rear wheel: 118/54 percent

##### STARTING: Kick, left side

##### COUNTRY OF MANUFACTURE:

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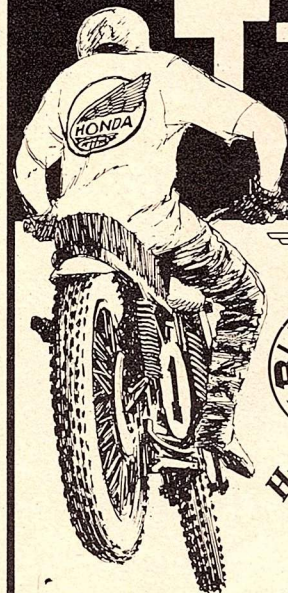
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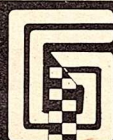
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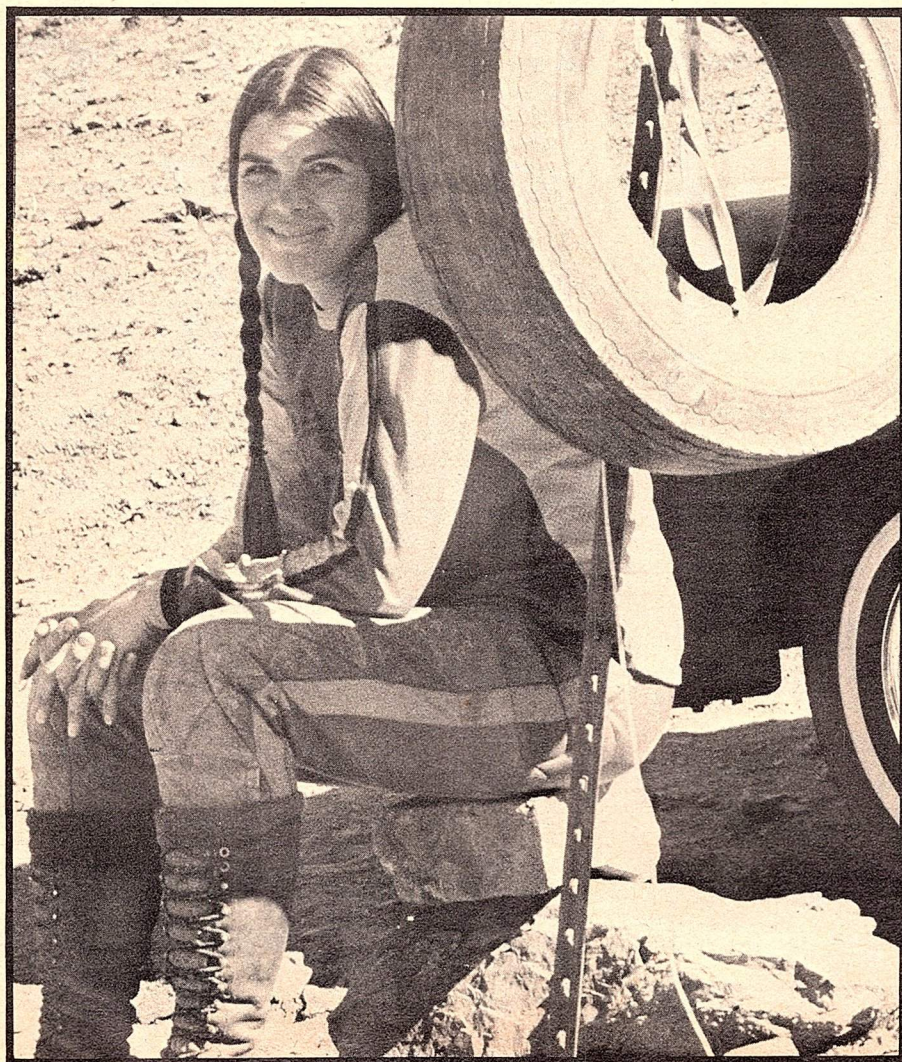
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# PUFF POWER BY PAUL BOUDREAU WOMEN THE KIND THAT RACE

*there're two ways to participate in motocross: one is to sit all day in a lawn chair feeling hot, dusty and crabby, nurturing a headache, and the other is to fire one up and see why a hundred thousand men can't be wrong.*



OPPOSITE PAGE:  
Contrast in flight, Sue Fish (top) fast and furious; Paulette Napoleone, (bottom) relaxed and in control.

*Cherry urges her man, Tom, to gassit. They share pit duties.*



We've been neglectful. It almost seems an inborn trait of the American male to neglect his women, and even though we've tried not to be too American male-ish, nevertheless, we've been neglectful. You see, there exists a facet of our sport involving roughly half the population of the Universe to which we've paid literally zero homage. Today, ladies, is your day. We, the editors of *The Magazine*, males all to our knobby hilt, proudly present the American woman racer. She's Debbie Boorman, living in Argos, Greece, who thinks our Pit Tootsie article was a bum because "(girls) ought to ride themselves, not serve on other dudes." She's Patricia Ann Check from Milwaukee, who's the wife of a hotshoe and wants to ride instead of watch. She's Sue Glatz from California, who wants to race but is "scared to death to ride with the men." Or Phyllis Wooleyhan from Delaware, who, despite being totally deaf, dices with the leaders in the 125 novice class.

The hard core of women's racing, the feminine elite, centers itself in Southern California, clustered in thundering pursuit of the AMA District 37 Number One plate, reserved especially for women racing motocross under the abased heading of "Powder Puff." To these women, Cherry, Paulette, Jeanette, Sue, Nancy, Dee, Narpa, Janene and many others, we dedicate this feature.

*Continued*

*Cherry Stockton sits out the butterflies before her moto.*

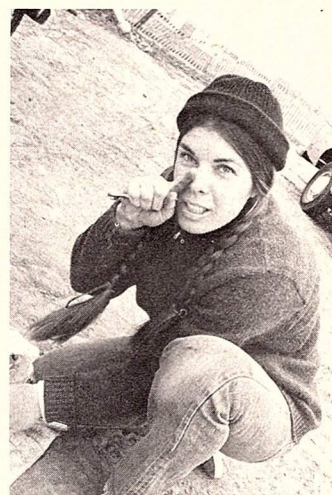






*Nancy Payne and Sue Fish battle for the lead . . .*

*. . . while Cherry holds a lonely third . . .*



*. . . and Paulette pulls away from Lori Payne for fourth.*

*Cherry does her own wrenching . . .*

*. . . and doesn't mind getting dirty.*



*This may well be the finest looking rider/mechanic combination in motocross.*

*Two non-racers are underwhelmed by the spectacle of motocross.*



I met Cherry Stockton about a year ago, oddly enough in Super Hunky's office. It was my first week on the job as number two man for the embryonic MOTO-CROSS ACTION, and I was sitting at my desk staring horrified at my silent typewriter. In time, I noticed the office had suddenly cleared of every male staff member and that crowd noises were emanating from Super's office.

"Who's in with Rick?" I inquired of a secretary.

"Oh, I don't know, some girl racer. Lessee, uh . . . here it is. Cherry Stockton. She comes from Santa Barbara."

That name rang a bell. If you read *Cycle News* at the time, you knew Cherry was making misery for the local she-types on the motocross course. Having not gotten

close to a girl racer since my old New England days trying to stay behind Kerry Kleid, I decided to follow the crowd and check her out. Grabbing a handful of blank copy paper, I blundered into Super's office.

"'Scuse me, Super, but I wanted to go over these market analysis reports with . . . Hello, what's this? I don't believe we've met. I'm Paul."

"I'm Cherry." She held out her hand which I quickly grasped in the up-town shake of the in-crowd.

Calluses. She had honnestogawd calluses. The vibrations raced up my arm like I had just grabbed the hot end of a spark plug lead. This girl was *alive*. She had bean oil running in her veins. Doubtless she

*Continued*



Sue Fish and friend. Sue is the Billy Grossi of women's motocross.

#### PHILOSOPHY ACCORDING TO THE BAZZER

Most women, by the time they are old enough to figure out that dirt riding is a gas and they want to get in on the fun, have already gone through our society's chauvinistic sugar 'n' spice upbringing and are conditioned against having anything to do with motorcycles. On the other hand, when little Johnny tells Dad he wants to turn the family lawnmower into a fuel-burning dragster, Papa heaves a sigh of relief that he hasn't sired a faggot and buys the kid a toolbox. Meanwhile, Momma is teaching little Sally how to apply Ultra-Lash. See? Most women get off to a bad start.

And men don't, or won't, understand. Most guys, like myself, probably never really learned about motorcycles, but rather just experienced the motocross phenomenon. My girl wanted to learn about bikes, too, but I found it really hard to teach her anything because everything I know about bikes just sorta happened to me. So, because I was never taught, I can't teach. It is tremendously difficult for a man who is greatly involved in motorcycles to communicate, bike-wise, with a woman who knows nothing about motorcycles.

If a girl really wants to learn about bikes, she should go out and get herself a motorcycle. Then you'll find out if you really want to or not. It's like what Dick Mann says: "If you say you want to race and you ain't racin', then you don't want to race."

It's all hard work and sometimes it's just a big pain in the neck. But the rewards are big and many. And there's a bonus. Nothing in the whole world is more attractive to a male motorcycle freak than a female motorcycle freak. That is an absolute, undisputed fact. Go get 'em.



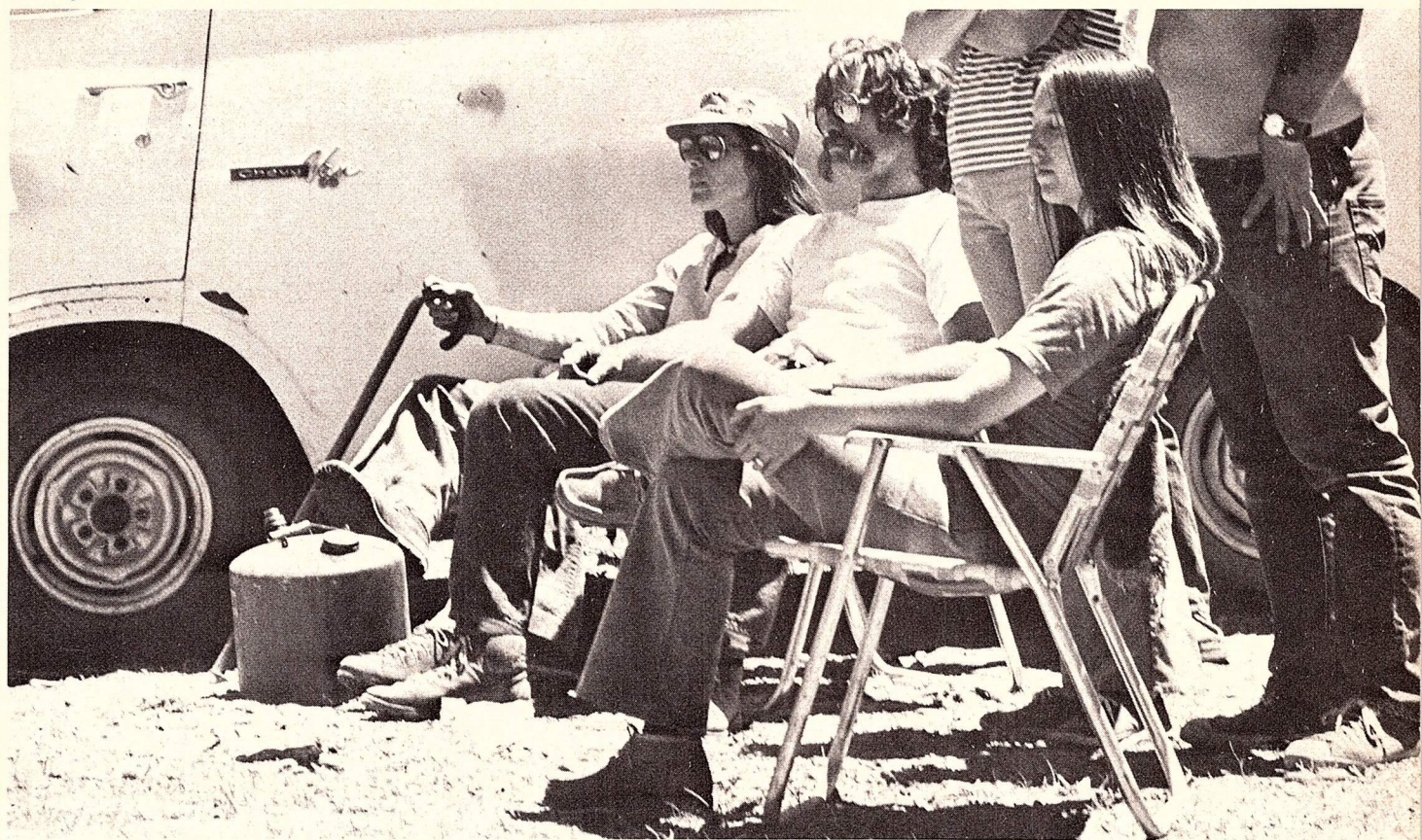
Hmmmm. Sign-up was never like this.







*They get dinged, too. Cherry props her twisted knee on a gas can while Janene sits out Mammoth with a broken arm.*



OPPOSITE PAGE:  
Balanced and poised, Cherry picks her line through the gook.



was beautiful; rich brown hair falling over broad shoulders that told she did more than wash dishes for kicks. But her real beauty came from within, from inside a soul that shared with all of us the secret pleasures of going fast on a motorcycle, of winning in the dirt.

Thus went our introduction and thus went our friendship. We bumped into each other at different racetracks and different races. I learned about her background: college, physical education degree, master's. Her likes: tennis, swimming, plants, seashells, eating lobster. Her dislikes: She's pretty mellow, hates only pit racers. Her man Tom, and kids Derin and Kurt (yes, she does all that, too). Her goals are our goals: to be the best.

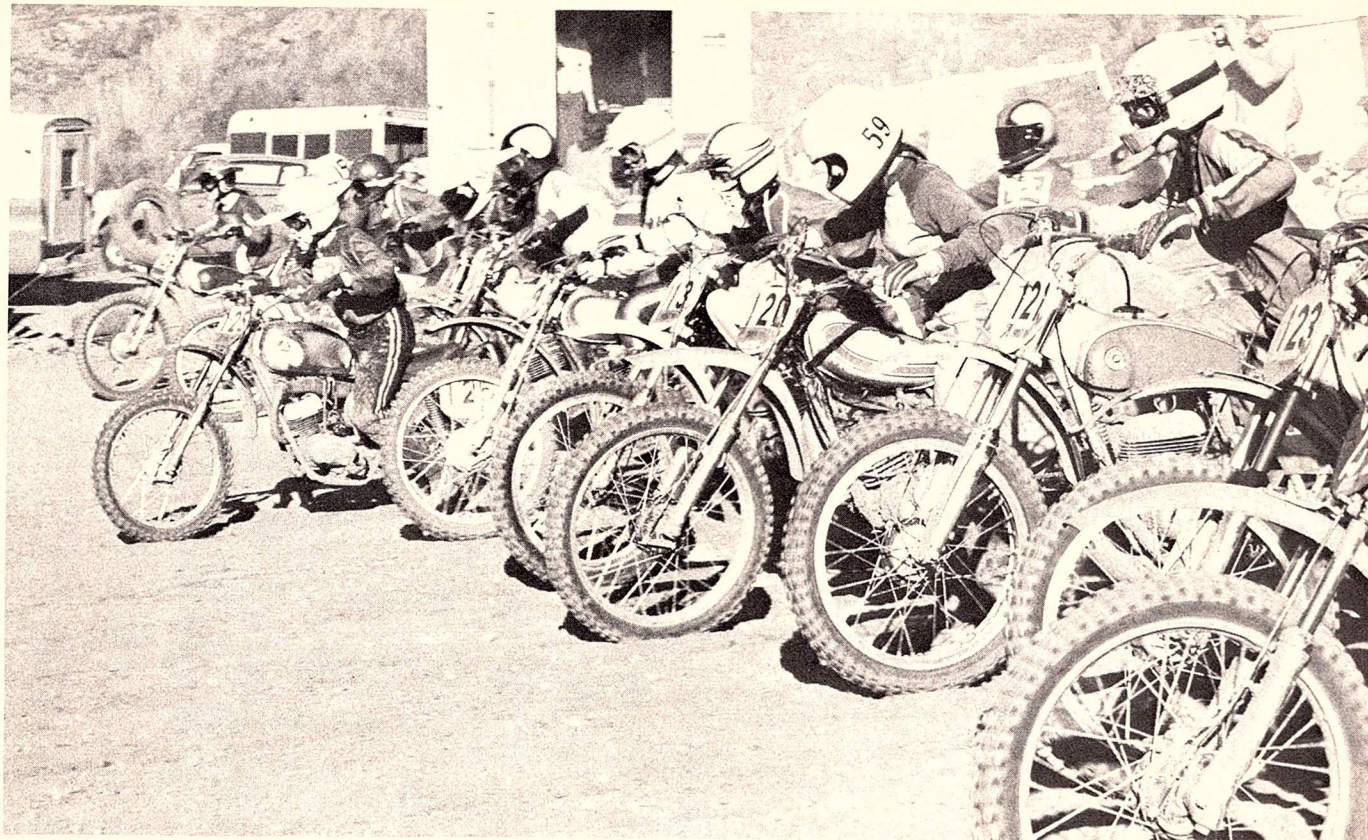
Then, last Spring at the Mammoth Mountain motocross (MXA, Nov. '73) she got off hard and bent her knee, not bad but not good. She spent time in the hospital and blew most of the summer but was back riding in the fall. She won her first two races, the second against friendly rival Janene Pennington Turton, considered the best by Cherry.

*Continued*

*Jeanette, a strikingly beautiful woman, draws a bead on the first turn.*



*They know how to cheat too.*



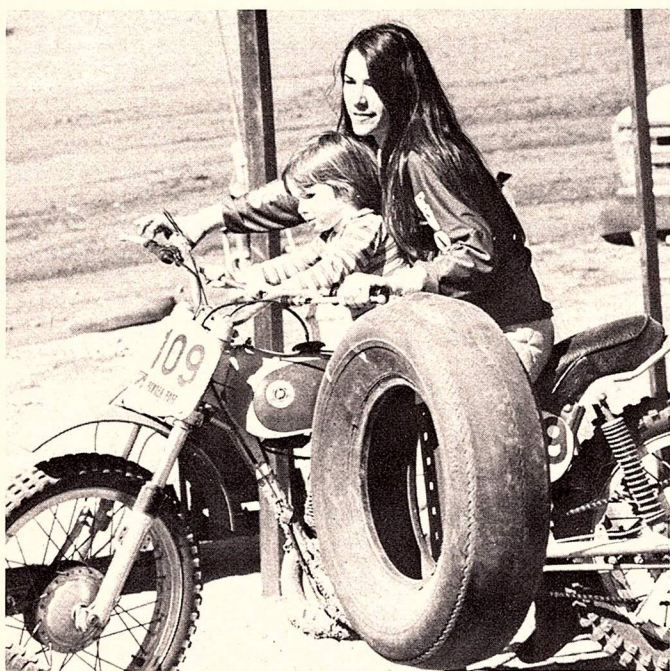
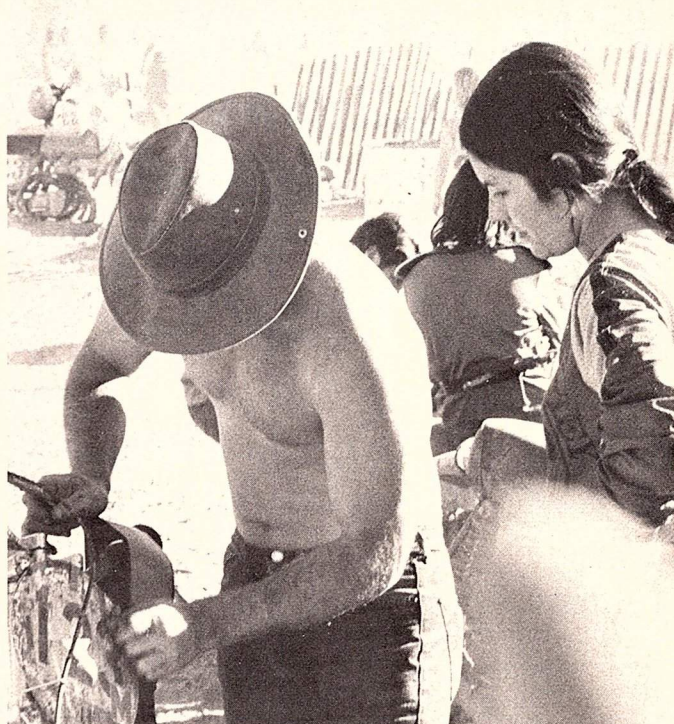
*Nancy gives the next turn an evil eye as she puts the berm away.*



*Paulette and Jeanette bench race while Butch sucks a Coors. Butch, by the by, is a top district 37 amateur.*



*Butch, in a classic role reversal, does the dishes for Jeanette.*



*AMA district 37 women's steward Dee Granger gives her kid Russell a spin on the family Sherpa.*



We prepared together for her first big test of the season, the opening round of the District 37 motocross season at Rawhide. Hard trail rides through the rugged canyons of Valley Cycle Park in Moorpark, not too far from Bay Mare, sharpens the reflexes and builds endurance for the long AMA motos. Between tanks of gas, we talked.

"Yeah, it's hard for a girl to get

started in motocross. She's really got to have the desire to race, to compete, to really go out and do something that's tremendously difficult. Usually it's better to have someone else, a guy, a friend, a brother or a father, to support you in the beginning. Most guys are only too happy to help out a girl who is willing to put in the effort to listen and learn. Girls don't know about bikes, they're

not brought up that way. Somebody has to show you what to check and how to do things. I see a lot of the girls having things done *for* them and that's not right. It's better to learn and then do it yourself. Except for changing tires. I hate to change a tire. I swear a lot when I do it. It's good for me to swear. I enjoy swearing. Sometimes, though, I get a little

*Continued on page 61*



# SWEDISH MOTOCROSS

*Just think. If you were a member of WMK Edsbyn, you could help Arne Kring fiddle with his Bing.*



by Tord Lundgren

**ED. NOTE:** We all know the names: Hakan Andersson, Bengt Aberg, Ake Jonsson, Arne Kring . . . all Swedes and all world class motocrossers. And there's a whole bunch more where they came from; the guys who make up the memberships of the racing clubs that the top motocrossers come out of, and for which they still race when they're in Sweden. If you ask one of the big-time 'crossers where he came from, and how he got here from there, mostly he'll rap out what we call *Racing Platitudes*. Stuff about riding all the time, training hard, learning to live with an old rat bike before getting that first factory ride, kissing his mother, etc., etc. All true, of course, all very true. But *Racing Platitudes* just the same.

What's it really like? How do they begin? How does it feel to be a young Swedish motocross fanatic, a 17-year-old kid with bean oil for blood, who's dreamed about racing all his life? What's it like to finally ride your first real race on a track you've lived next to all your life? What's it like to be a Swedish Junior instead of just one more World Champion?

Tord Lundgren can tell you. He's a 17-year-old would-be hot-shoe from Njurunda, Sweden, where they train and ride in the snow all winter to get in shape for the summer racing season. The pictures are of Tord's buddy Gunnar Vesterland, another 250 Junior. Practicing. In the snow. He'll be ready when summer comes.

I think it was the greatest day in my whole life. It was the 4th of August of last summer, the day I was going to compete in a motocross for the first time. Since I'd been a little kid I had dreamed of that day when I was going to stand behind the gate (well, rubber band then), waiting for it to fall.

It was just that spring that I'd finally gotten the money to buy a 1970 Husqvarna 250. Earlier, I'd had a lot of bikes, the first when I was 11; but never a real motocross bike.

I got my rider's license a few days before the race, and before that I had been training very hard the whole summer — riding and running, so I was fit for a fight. The race was held on a track just three minutes' walk from our house. Njurunda Motor Club (I'm a member) has had races on that track ever since 1961, and I've seen them all. All the best riders in Sweden, except those who ride in World Championship events, were going to race here this time. In fact, Bengt Aberg and Arne Kring were supposed to be here, but Aberg had broken his arm in Belgium and Kring had recovered from his leg injury so quickly that he was to ride in Belgium that same day instead.

Before practice on Saturday morning, I got lots of good advice from everyone. "Drive over them." "Keep it cool." "Don't ride faster than you're able." "The throttle, man, the throttle."

Practice was like a dream. I knew the track, the fastest way through the turns and where you get the best traction. I really enjoyed the idea of facing a lot of riders for the first time. On this day there were only Juniors racing — on the next day, Sunday, the top riders would race.

While I got ready for my first start, a qualifying moto with a full field of 30 Juniors from all over Sweden, I said to myself: "Let em race. I'm only here to feel what it's like and try to finish." No one expected me to do well, and that made me very cool. No nerves at all.

The gate fell, and we were off. I got a very good start, among the first five into the first turn. I held my position through a left turn, a right turn uphill, a downhill, another left, a long uphill with a big jump, a straight that sweeps to the left, and so on. Then, on the third lap, I fell when the fellow ahead of me got on the throttle and filled my eyes with sand. I got up and finished anyway.

The 15 top finishers were to ride in the second moto. I didn't know my finishing position, but since I'd fallen I got ready to walk home with my bike. Then I came back to watch my buddies in the final. I was curious about my finish, though, so I asked someone how I'd done. The answer was too good to be true: "Twelfth," he said.

"You mean I can ride in the final!?"



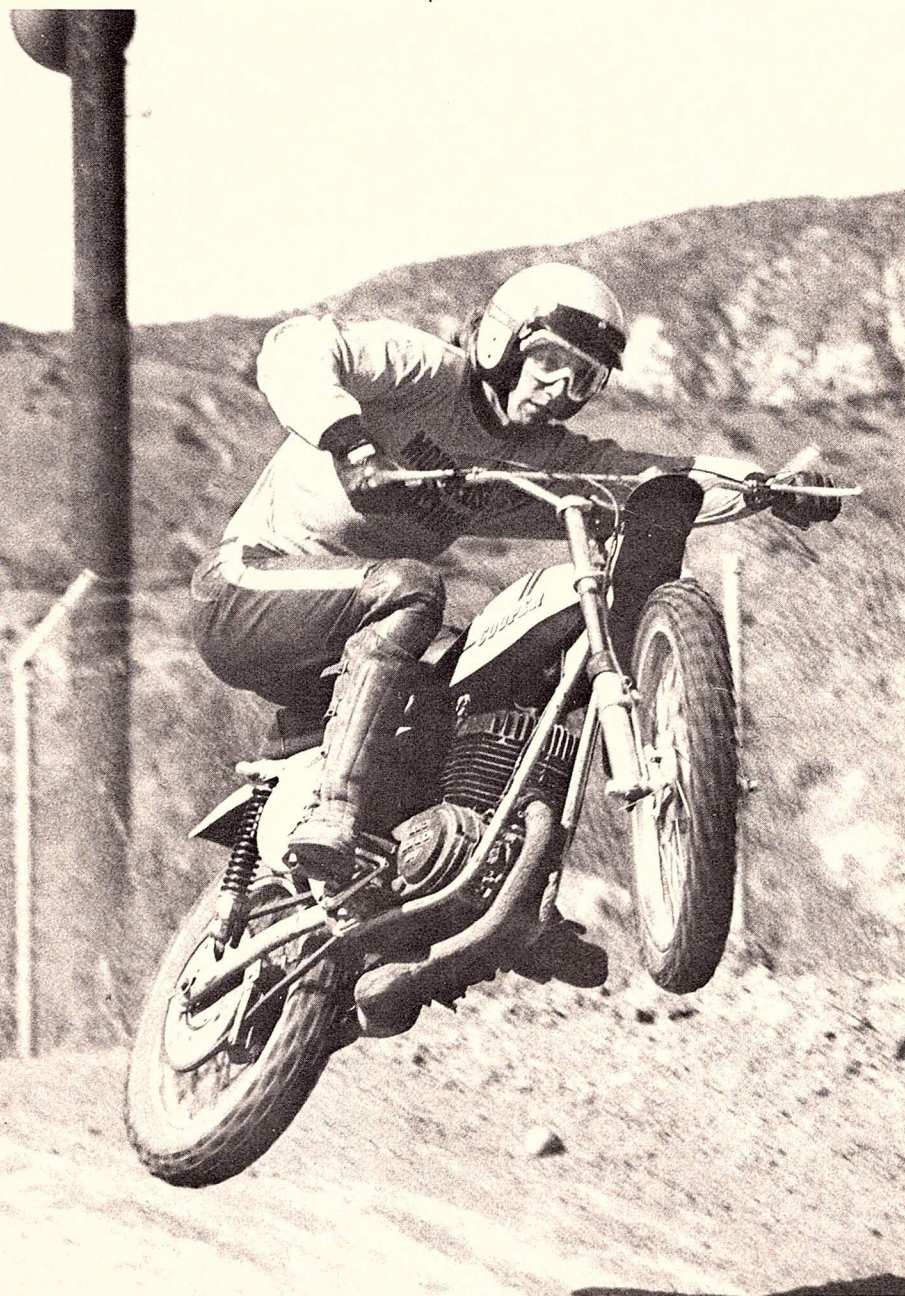




Is that it? Are we done? Guess so, we covered everything. That wasn't such a bad test, was it? Let's face it. There are 250s on the market that are a hell of a lot better for motocross than the Cooper, but none that can match its price. Of the few that are anywhere near it price-wise, none can match its power and handling. It's the only 250 for under a thousand that doesn't flex like a saw blade every time you hit a bump and has enough power to stay with the competition. In other words, it's a good motocross value, but you'll have to buy tires for it. Make a note of that, Wetherbee, and send copies to the Board of Directors. \*



*Cooper outside man C.H. Wheat did the creative wrenching. That seat tank junction is way too wide for real people.*



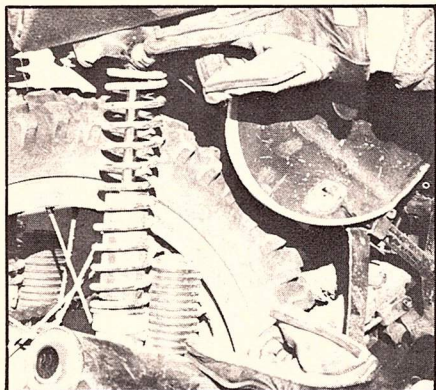
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<b>BORE AND STROKE:</b> 70mm x 64mm
<b>COMPRESSION RATIO:</b> 10:1
<b>CARBURETOR:</b> Mikuni 30mm
flange mount
<b>CLAIMED HORSEPOWER/RPM:</b>
30 @ 7000
<b>PRIMARY DRIVE:</b> Chain
<b>GEARBOX/SHIFTING:</b>
5-speed, left side
<b>GEARBOX RATIOS:</b>
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<b>AIR FILTER:</b>
K & N mesh/foam
<b>ELECTRICAL:</b> Magneto w/6-volt
lighting coil
<b>LUBRICATION:</b> Pre-mix
<b>FUEL CAPACITY:</b> 2.5 gallons
<b>SUSPENSION:</b> Betor 7-inch forks,
Boge shocks
<b>TIRES/RIMS Front:</b> 3.00x21
Bridgestone/steel
Rear: 4.00x18 Bridgestone/steel
<b>WHEELBASE:</b> 55.5 inches
<b>SEAT HEIGHT:</b> 34.5 inches
<b>WEIGHT actual:</b> 236 pounds
claimed: 225 pounds dry
front wheel: 113 pounds/48 percent
rear wheel: 123 pounds/52 percent
<b>STARTING:</b> Non-primary kick
<b>COUNTRY OF MANUFACTURE:</b>
Mexico
<b>DISTRIBUTOR:</b> Apache Limited
6422 San Fernando Road
Glendale, California 91201
<b>COST OF REPLACEMENT,</b>
<b>PISTON, RINGS:</b> \$36 complete
<b>COST OF REPLACEMENT, LINER:</b>
\$31.35

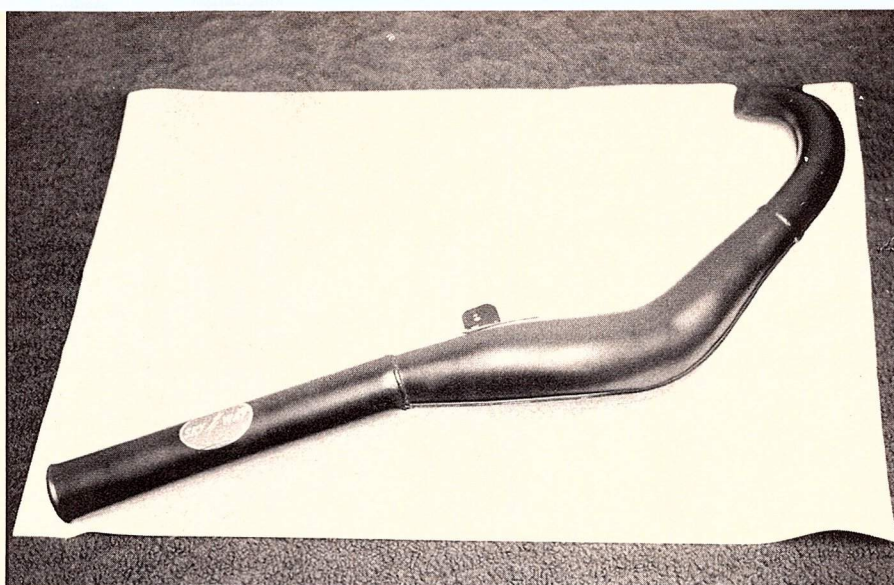


## YZ 125

Continued from page 41



Maico-type bracketing here should fix 'er up.



Here 'tis, all shiny clean. \$69.95 of zip.

\$69.95, but if it makes you go faster, what's to complain? Added plus: you don't have to change your jetting. Say thank you.

You're welcome, but there's more. Strapping the Skyways pipe onto your YZ is one sure 'nuff way to get there quicker, but if you're serious you'll consider going a bit further. For two reasons. The first is that the Skyways pipe gives your bike potential which

the stock carb can't realize. The second is that even in a stock state of tune the YZ suspension is marginal. So more *oomph* is likely to mean more *boomp* — with your bod being the primary *boomp-ee*.

YZ Stage Tuning, line forming to the right. *Numero uno* is the pipe, OK? Party of the second part is that 15-tooth countersprocket and — ahem — better tires. And now it gets serious. Along with

your \$69.95 pipe you get Fabre's tuning tips for the YZ, including the pertinent Yamaha part numbers, corrected jettings, etc. All you add is money. Stage Three includes a 30mm carb, YZ250 manifold, throttle cable and other assorted foof. You'll find yourself going faster.

Now that you're going faster, better spend some time figuring out how to stay upright. Front

Continued on page 66

## SUPER TRICK STUFF



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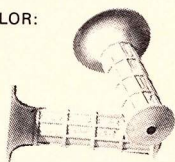


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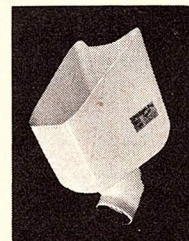


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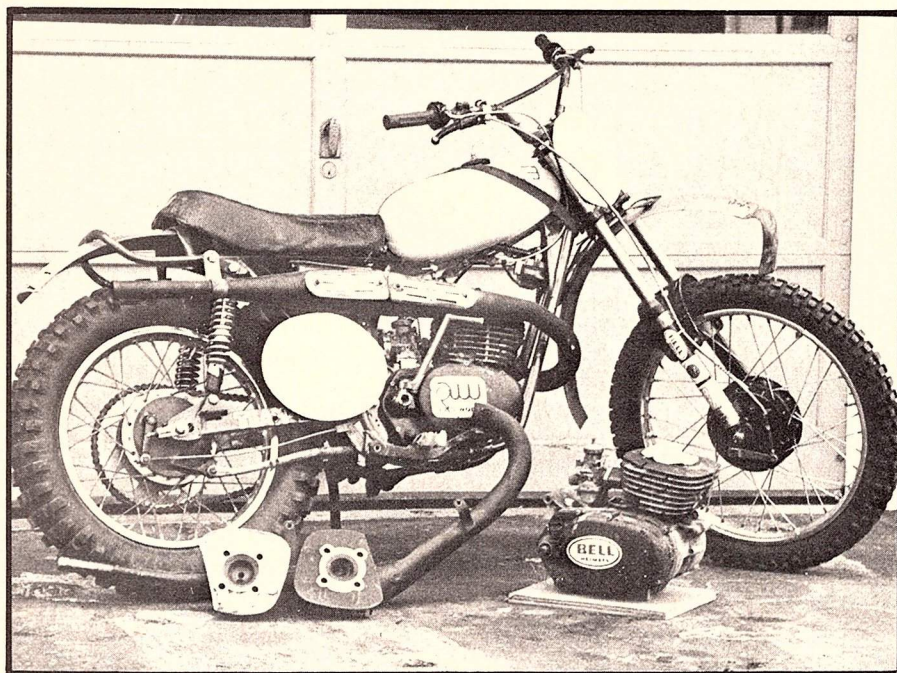
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# READERS' RADICAL RACERS RETURN OF THE DT-1

*it may look weird, but it sure is quick*



*(Right off we got a flood of tricked-out Yamaha DT-1s that loaded up our minds. "Mike!" cried the Buzzer, elbow-deep in a pile of piles, "What'm I gonna do with all these clapped-out Dit-one trick bikes? Lookit this one. It must weigh 260 pounds and it's still got stock pegs! And this one... the welding looks like a bathhouse roof after a four-week seagull convention. Here's one where the guy is running his forks upside down. Gad.")*

*Then we got this DT-1 entry from Team BRD Racing Partnership of various places including Eau Claire, Wisconsin, and the Philippines. What the machine lacks in sophistication, it more than makes up for in innovation, most of it coming from the mind of Blaine Dickson, BRD head egaroni.)*

It started life as a DT-1 back in 1969, became the trickiest bike in the Philippines while I was in the Navy and is now, for all I know, the trickiest DT-1 in the world. It'll run away from anything, including a Noguchi, and is still as reliable as a monkey wrench. I never have to worry about tapping out fifth gear, mainly because I'm usually afraid to take it out of fourth.

The two engines are identical except that one has a close ratio gearbox and the other is stock. Also, one has a 32mm Mikuni road race carb, while the other has a stock 28mm jug. The Hooker up-pipe gives it lots of revs, but the Noguchi downpipe doesn't burn my leg. The former is used for racing, the latter for fun. *(What's the difference? -Ed.)*

The barrels are ported and

polished by me, plus the intake on one is enlarged for the 32mm carb. Porting is to IMC DT-2 specs. The piston is cut 1mm and the heads are either DT-1 GYT or stockers ground to IMC specs. The GYT heads are better, 'cause they have one plug straight up which makes for easier timing. To fit the big carb, I had to shorten the mounting block, which gives me a powerband between six and ten thousand rpm.

Three wires come out of the cases, one going to the switch that selects either of two coils and plugs. The other two join the coil to the ground and are used for timing the motor. The way I've got it set up, the whole timing operation can be done in less than ten minutes in bright sunlight without removing the mag cover.

The Torque Engineering air box with Filtron hooks up to the carb with a DT-2MX hose. Gas filter is a J.C. Whitney thing drilled out to a quarter-inch for proper flow.

The mag cover is vented and the sprocket cover is cut away to allow fiddling with the gear ratios. The little silver thingy hanging down in there is my "cheater clutch" for hand on helmet starts. I put my hand on my helmet and my foot on the clutch. Heh heh. *(Yeah, but whattaya do when they make you put your foot on your helmet? Heh heh. -The Joke Editor).*

A DT-2MX kick lever is used, as the stocker won't clear the downpipe. It doesn't gouge my shins, either. I don't know what kind of clutch springs K & N put in when they did the lower end, but they're some kind of stiff, for sure.

The frame is the original DT-1 with a Webco lowering kit. It handles as good as the Yamaha MXs. The swingarm is also a stocker, which means it is square, strong and heavy; but it doesn't bend. A Schwerma bushing kit keeps it from seizing. El cheapo Mavrick shocks work better than the originals, and they've outlasted a friend's Konis.

You're going to think this is freaky, but the stock DT-1 forks on my bike *work*. The guy I bought them from said they're the



only ones he's ever seen work and I think they're better than the kitted ones I had before. I've installed Webco progressive springs to replace the old ones that were sagging.

The front wheel assembly has a 3.00x21 Yokohama on a steel rim. DIDs weren't out yet, and with all the mud we get out here I figured the steel ones would stay lighter. And I was right. The front hub is drilled and mounted backwards. This eliminates a cable routing hassle, although the cable has to be shortened. The rear is the same as the front with a stock hub, steel rim and a 4.50 Yokohama. It also has a Circle Industries 54-tooth sprocket.

Fenders are Monarch and very light. When they break, I sew them back together with a little epoxy and some wire. Works bitchin'. Aluminum fender mounts are homemade and the tank is a PMC 1.5-gallon thing from Cycle House, because they had the best price.

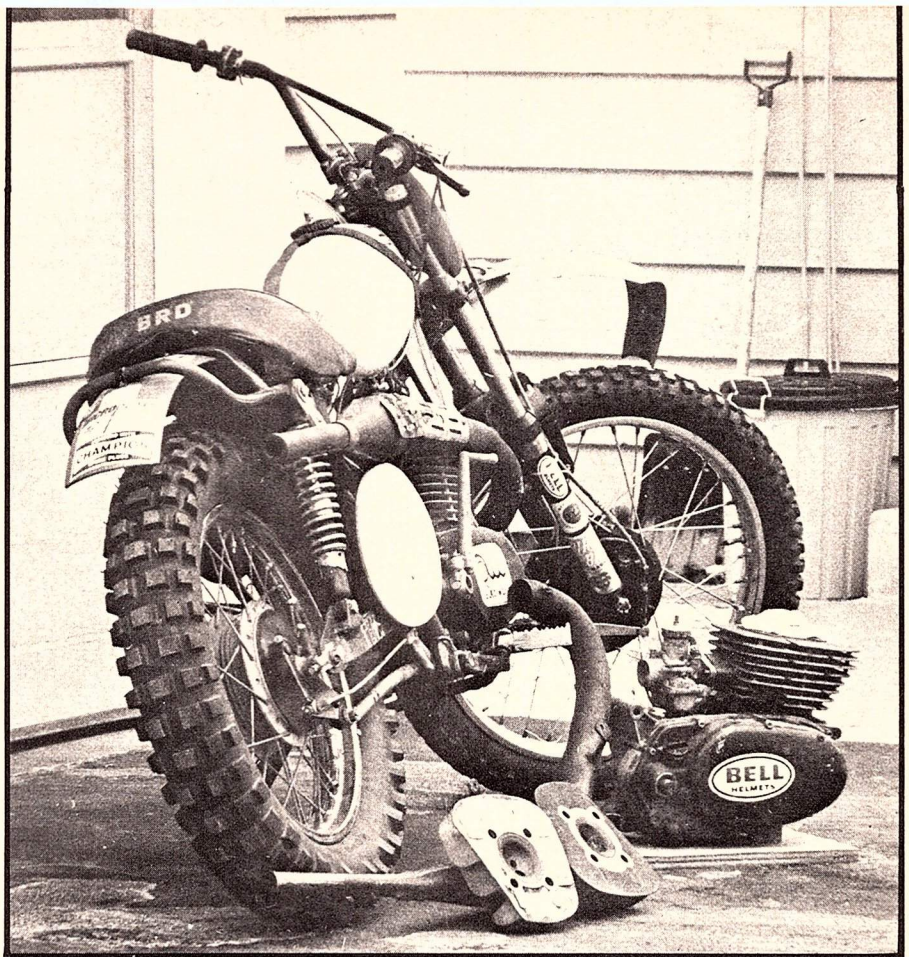
Lessee, it's got K & N bars, quick throttle, Uni levers, Webco pegs and a stock seat. The number plates are cut from quarter-inch plywood which is cheap at 10¢ a plate, strong, light and biodegradable. With all that garbage, the whole thing only weighs 222 pounds full of gas-via the bathroom scale.

The trickiest thing is the price tag, under \$1500. But for this I have a box of bike tools (including a case splitter, mag puller, impact driver, timing tools, torque wrench and some calipers), a complete spare engine, a micro-plated gear set, extra pipe and heads and all the other goodies you see on the bike.

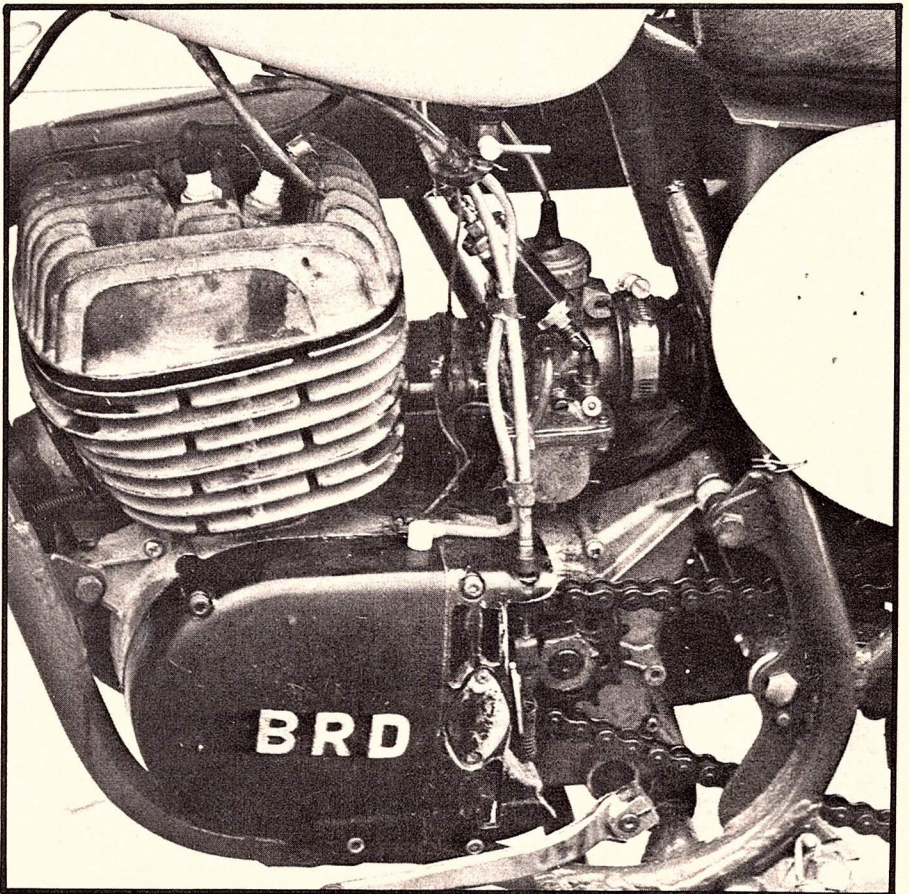
Except for K & N's lower end job, I've done all the work myself, which has helped keep the cost down. I suppose it might not be as trick as some bikes, but it's light, fast and reliable, and I like it.

\* \* \*

*(And that's all that counts. Keep those trick bikes coming in, folks. We especially like the one from a little old lady in Horse Cave, Kentucky, who used her old knitting needles for spokes.)*



*Gad! It sure looks heavy. Spare motor, Noguchi downpipe and a couple of trick heads are all part of the package.*



*That little hanger down there is a cheater clutch. Frame is painted brown and the number plates are wood.*





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## CZ TEST

Continued from page 23

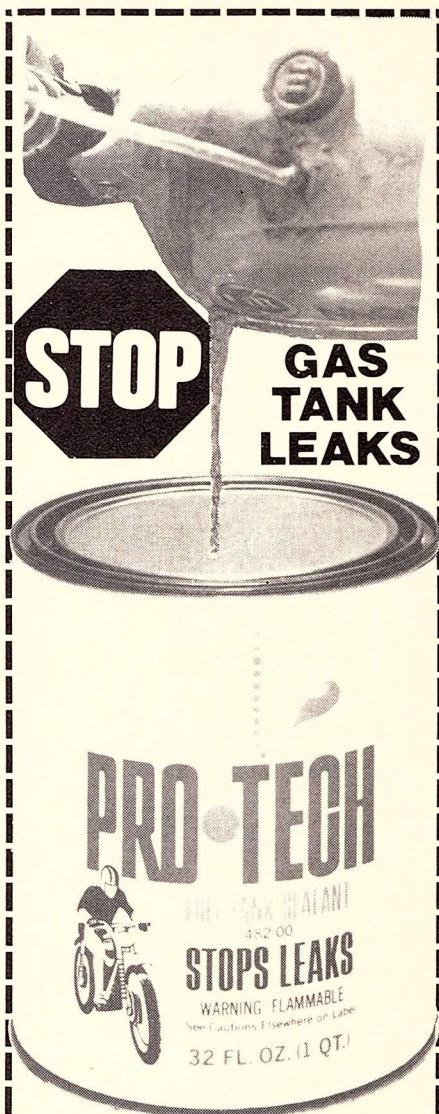
the top gears after a little use. This problem has been corrected at the distributor level, but the originals may still be out there, somewhere. If your plunger is of the two-gasket type, it's the old kind. Simple solutions: Just take it into your dealer, who should know all about the problem and be willing to replace it for one with a stronger spring; or simply install a stronger spring and throw away one gasket. No more problem — hopefully.

## HOW IT WORKS

The CZ 250 is an experience to ride, and as long as you relax and let the bike do its stuff, the experience is a good one. Ride a lap with us at Indian Dunes' Shadow Glen course, and we'll tell you why.

On a hard-packed surface like the one at the Glen, a first gear start works just fine. The bike is quick out of the hole and manageable, leaving the rider to concentrate on his shifting and on getting the best line into the first turn. Second gear starts, on the other hand, tend to be squirrely. Too much, too soon. A mid-range puncher like the CZ prefers to ease into its motion, rather than grabbing it all at once.

Once off the line, grab another gear, another, then another. Shifts are smooth and positive, and quickly become automatic. Don't worry about missing a gear. Once you become attuned to the CZ box, you never will. And if the box is smooth, the power's even better — like turning on silk. The thing to watch out for, especially if your bike is running the stock Jikov, is over-revving. The Jikov feeds the CZ's mid-range surge just fine, but things shut off fast at the top end. Of all the trick solutions to this problem, the simplest is to just trash the stock carb and put a Mikuni in its place. This will give the CZ all the top end it needs, without sacrificing the mid-range. Until this is done, though; don't expect to beat anybody. Not only will you get continually zapped in the long straights, but you'll have trouble staying in the power on the parts of the course that need medium bursts, too. Stay tuned,



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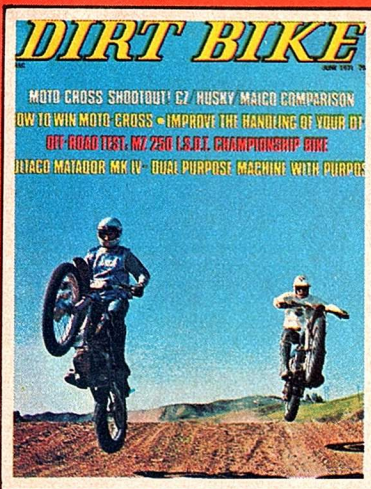
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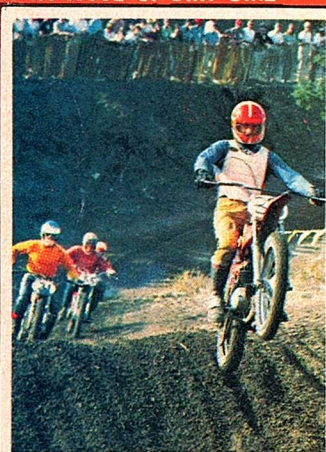




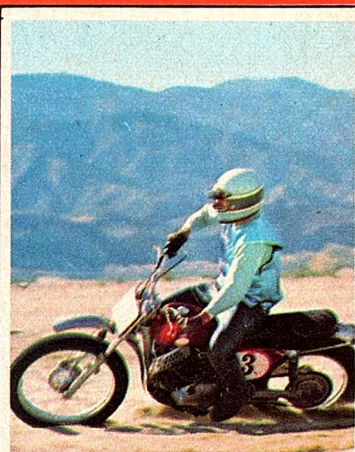


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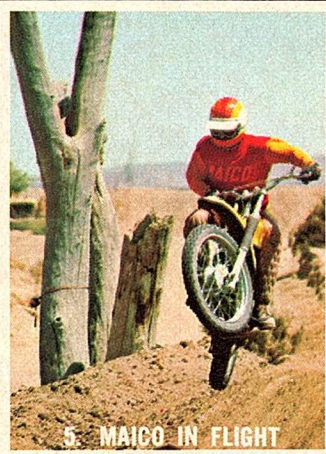
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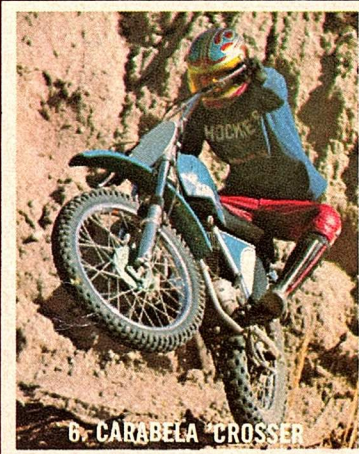
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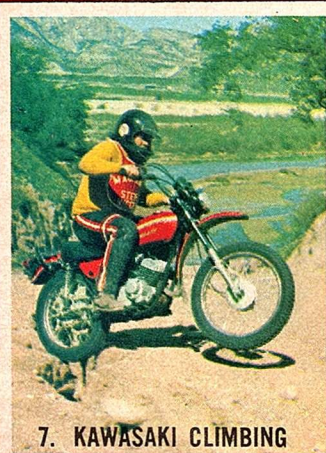
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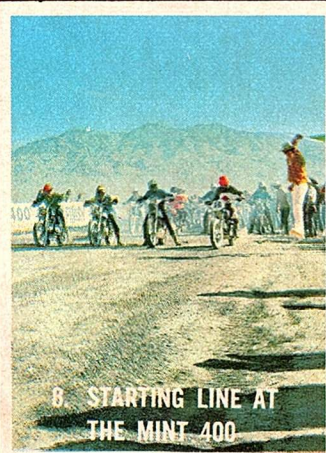
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**CZ TEST**

*Continued from page 57*

out of the turn. A quick left, still accelerating, still on the pegs, then the first of two close-spaced, steep jumps. On the CZ it seems to work better to land front wheel first after the first jump, then fly the second one. This technique gets you to the ground quicker, allowing more under power time and a better shot at the second, bigger, jump. The Honda rider had almost pulled even with you during your momentary trouble in the cobby stuff, but the way the CZ handled that front wheel landing dropped him back some, as his bike's problems following the first jump made him back off for the second.

Into the potholes again, this time with your weight well back and arms stiff. Works better this way, and the Honda dude doesn't close up this time. That's good, because the long straight's coming up, and with the stock Jikov on this mutha he's bound to make up some ground there. The course hasn't been prepared since last Sunday's racing, and the usual berm at the end of this little run-out is nothing but a vertical adobe wall terminating in a nasty looking tree. So instead of hitting the berm high and hard like you usually do, you take it low and bounce change direction, using the smooth acceleration which is the CZ's strong suit to pull you off the wall and up the hill onto the straight and the run-out at the big jump. The Honda skitters into the turn, its rider not sure quite what to do. He almost loses it, saves it, tank slaps once or twice and loses a bit more ground.

You shift your way down the straight, careful to keep it in the mid-range where the CZ will pull, and loft it off the jump. Duck a crow, snap at a nasty bluejay. Cross up a time or two — the bike loves it. Time to land. Ka-bang! Straight as an arrow, but impacts like that sell kidney belts. And no wonder they sell Konis to CZ riders. Even this 218-pound lightweight lands like the lead pipe specials of old. That extra half-degree of rake must be cutting down the fork damping efficiency somewhat. Your mind files away the fact that a little experimenta-

*Continued*

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## CZ TEST

tion with spring rates and fork oils couldn't hurt.

You let the CZ drift into the small berm, which has been built up on the 90-degree left at the end of the straight, and look back. The Elsinore has made up time in the straight and is hot on your rear knobby, but now you're into the CZ's element, a series of sweeping 'ess' turns made for sliding. So you bang off the berm at the apex of the first sweeper (gas it before you hit the berm, sliding the rear end into the bank, and you're in the power and out of the turn

while the Honda's still fidgeting its way into the wall), foot down your way through the sandy, sweeping right, knock it down a gear and come out hard into the wide left that leads into the straight in a feet-up slide, with the Barum at the back making things difficult for the Honda guy as he elects to square off the last one. Brake hard at the end (good brakes, good feel), then gas it into the berm that belongs to a downhill right-hander, grab another gear and drift the rear end through another sweeper. The Honda's gaining, picked up some ground

on that straight, and he's right on your rear fender. Brake hard. Right-hander through the dip and up the hill toward the spectator bridge. The Honda's right behind, but hold him off here and it's easy, all CZ country ahead. But as you crest the rise, heading for the bridge and the sharp right at the end of the mini-straight, you have problems. You don't have time or space to go for another gear, and the one you're in is used up. As the bridge's shadow hits you in the face the Honda wiggles by on the far left, brakes hard for the right-hander and is gone — and you tight on his tail but with no room to pass. Too bad. A little more top end and it would never have happened.

Figure the price of a Mikuni into the purchase price of your CZ, and it probably never will. \*

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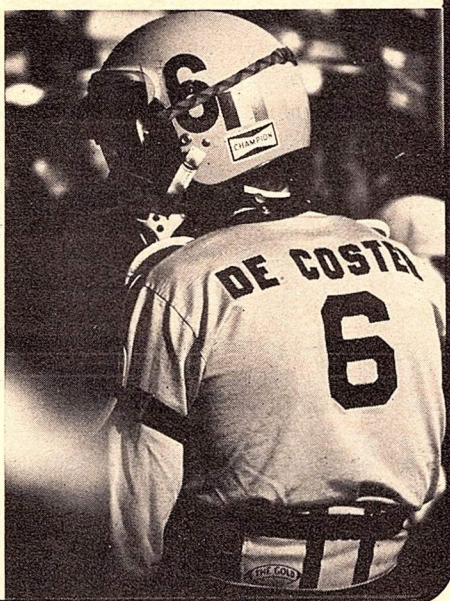
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### THE HOT SETUP

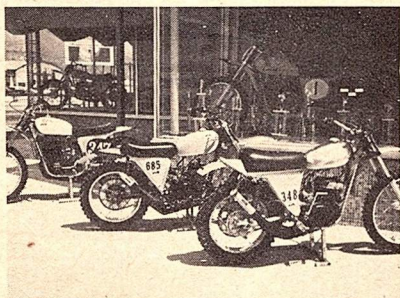
You don't have to get too trick or print your own money to set up your CZ. A Mikuni carb is a must to give the bike some top end. When the stock shocks go away (soon, you'll hope), replace them with something less interesting, like Konis. The factory pipe with its built-in silencer is OK, but if and when it's beat to a pulp, consider a specialty pipe. The Sonic Waves aluminum pipe is hard to beat. Accessory items like the seat and pegs are good; the bars — well, bars are a matter of taste. To our taste the stock bars are uncomfortable, the grips murderous, weld-on levers ridiculous. Do as you see fit. Replace the parts mentioned in the text with plastic, and you're ready to go racing.

### THE RED HOT SETUP

If you think you're really ready to dice with the big boys, the pros, here's whattcha do. Besides all of the above, swap the magneto for a Motoplat (nice power, but radical) and play around with the porting. As a final step, you'll want to move the shocks up on the swingarm (see April '74 MXA). The CZ responds very nicely to this latter operation, but your wallet may not appreciate having to replace your shocks so often.

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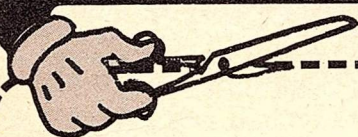
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### GIRL RACERS

*Continued from page 33*

embarrassed when I pinch a tube or something and jump up and yell 'f---!' at the top of my lungs."

Equipment problems are few for the girl racer. "Chest protectors don't fit well, especially if you have big boobs, but that's about it." The bra is the jock strap of femininity, and if you choose not to wear one while racing, you may quickly find out why you should.

There are other physical problems a girl has to think about. Cherry's extensive studies in physical education have given her remarkable insight to the problems of the woman motocrosser.

"Girls don't know how to fall right, fall naturally. When little boys play together, they're always tumbling around and falling and bouncing off things. Sports like football and stuff teach boys how to naturally protect themselves when they fall. A girl doesn't go through this training when she's growing up. There aren't too many ways to dump when you're playing 'house.' So when she goes to learn how to ride, she has a fear of falling the boys don't have and when she does fall, she tends to get hurt.

"After puberty, a girl builds an extra layer of body fat that slows her down. A girl doesn't have as many muscle fibers in her arms and shoulders as a guy does, and that slows her down. Girls don't have the endurance and they're not as aggressive as guys. But one thing, you see; girls are much more clever than guys are, and once they get over the basic problems of learning to ride fast, they develop their skills much more quickly."

What draws a girl to motocross?

"Oh, a lot of things, really. A lot of girls have the competitive instinct. They've played sports in high school and college... the big thing is the physical stuff. I'm a very physical person. I like doing things that make my body work, and I think most girls in motocross are the same type. It's a real big high. The thrill is boss. I love to win."

And she was primed to win. That Sunday, the Rawhide race shaped up like this: Nancy Payne,

*Continued*



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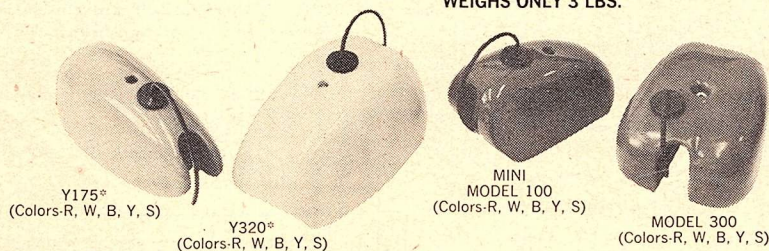
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## GIRL RACERS

fast and smooth on the boss bike, a Pacific Customs Honda 125, would be hard to beat. Sue Fish, an early teener, was building a reputation as a berserker, with the fearless ability to hold her rat Super Cycles Hodaka wide open in the middle of a tank slapper. Falling and winning were both distinct possibilities for Sue. Cherry carried the clout. She had been around longer and had won more races than all the others put together, but to tag her the favorite was hard. Sue and Nancy were really fast, and Cherry, well, Cherry was solid. Her superior conditioning and ultra-crisp Goleta Valley Pursang could spell the difference in the long motos. Many other battles would be fought in the pack.

It was a dead heat into the first turn, none of the girls giving an inch, but the young aggressor pulled the string first and led the charge to the uphill, Nancy a close second and Cherry, missing a shift, being left with third. Up the hill Nancy got the hot line and took over, Cherry again missing a shift and falling back farther. The pressure was telling and Cherry was blowing it. The two speedsters ran away from her, a classic study in contrasting styles. Nancy, the stylist, was smooth on the straights, precise in the turns and controlled over the jumps. Sue, always on the edge, was berserking it. She was circuiting the track in a long chain of linked recoveries, gas on, almost looping over the jump, missing a line, sometimes both feet coming off the pegs, but she was back in the lead and that's all that counted. Too many misses, however, gave Nancy the win. Cherry had regained her cool and was rapidly making up ground on Sue in the closing minutes of the moto.

The final moto was a replay of the first, this time Sue Fish taking the win despite several missed turns, Nancy a steady second and Cherry, a disappointing third.

"Rationally, it was cool, you know? But emotionally I was really bummed. I guess I'm not as good as I used to be and they were just riding better. God, they're really aggressive, you know? I'm just not willing to go over my head to win, to go faster. I'm just not



willing. I blew so many shifts in that first moto. It wasn't the bike, it was me. I rode the best race I could, though. And that is some comfort."

The next week, Cherry won the Soboba Grand Prix, a grueling 100-mile annual classic that broke many bikes and many riders. Even Malcolm Smith DNFed. Cherry did six of the seven laps, finishing first woman.

"The thing that meant the most to me at Soboba was not beating the other girls, but going the six laps. I know a lot of the guys couldn't get six laps, but I could and that really gave me a high."

Cherry would rather race against other girls than go against the guys. That doesn't mean she backs off when the guys are around.

"I think guys are racing on a different level of competition. I've been pushed off the track a few times when I race against the guys. I don't know. . . guys are so aggressive. There's a lot of contact when the guys are racing. Maybe it's just that girls interpret close racing as being pushed off. I know a lot of times when I pass a guy and he sees my braid, he'll try to pass me back, really get in over his head. That may account for being pushed off sometimes. It seems the older guys, guys that've got their stuff together, they don't mind racing with a girl. They accept the fact that you're racing with them, and if they get passed, they get passed. They won't lean on you just because you're a girl. The younger guys can't take it. I guess if a kid goes out and gets passed by a girl he has to put up with a lot of ribbing when he gets back to the pits. He's trying to build a male image and it doesn't help to be beaten by a girl at his own game.

"That's why it's better for some girls to ride in their own class. They get much more confident racing with each other. You can spend more time racing, improving, rather than staying out of the way."

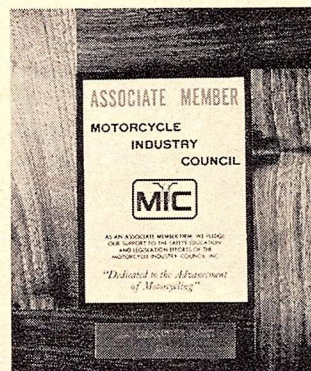
Are all the girls as competitive as Cherry?

"It depends on where you set your goals. Like Jeanette, she doesn't push herself. With Butch's shop and all, racing is all around her so she decided to join in. She

*Continued*

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## GIRL RACERS

isn't out to blow off the world, but you'll notice she *wasn't* last at Rawhide. She's having fun and she likes it. There are other girls, like Paulette, who are just starting but who are already going really fast. In time, they'll take over."

\* \* \*

Girl racers are fascinating to know and exciting to watch. I was no more stoked watching Jim Pomeroy carve up the pack at the Livermore Trans-AMA than I was watching Paulette wage her personal battle for fourth in the last moto at Rawhide. To see a woman, a feminine creature who I've been taught is less than equal to the tasks of real men, deftly handle and control a motocross motorcycle, the very crux of my existence, shakes my spirit to the roots. To see Jeanette Linden, a stunningly beautiful woman, strap on her Bell Star and go to war in an arena traditionally reserved for men, pumps my blood. And to know that some, Like Janene Turton, Kerry Kleid and you, too, Cherry, can do it better than I can, blows my mind. God, I admire these women. \*



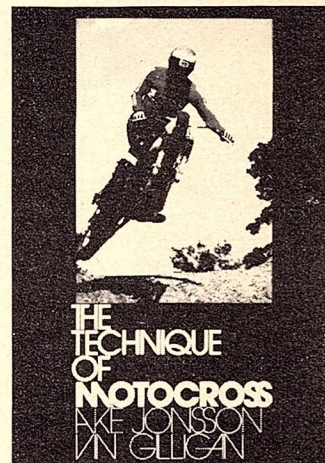
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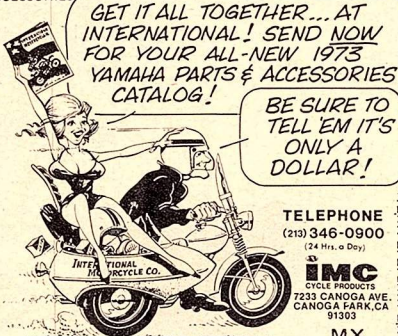


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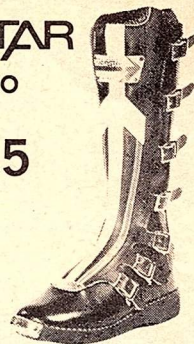
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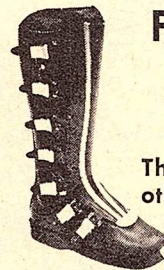
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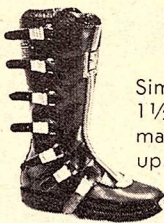


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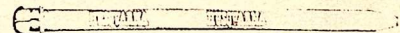
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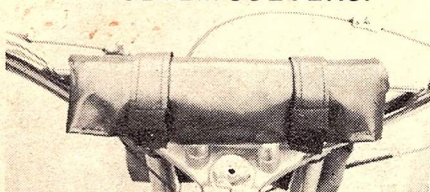
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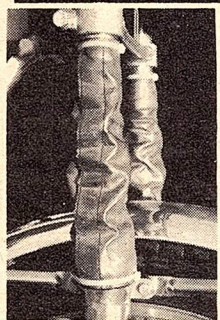


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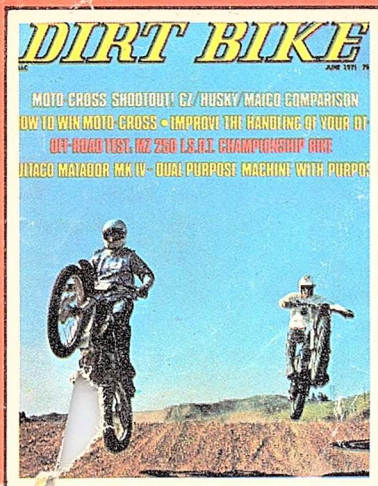
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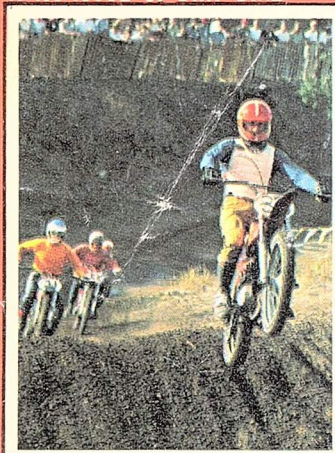
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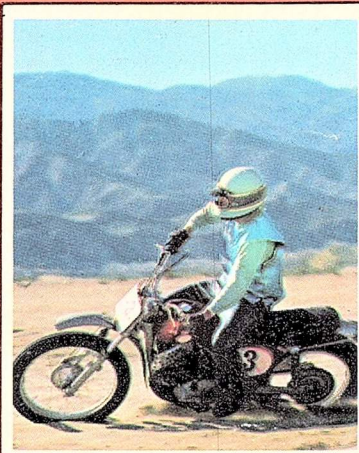


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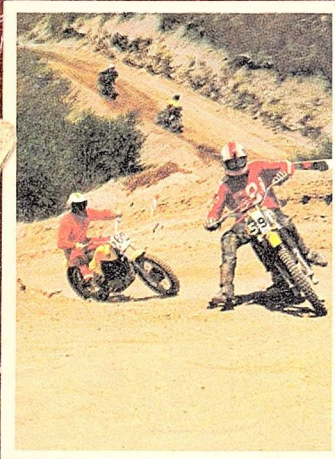
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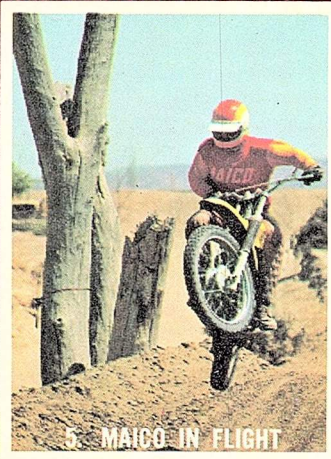
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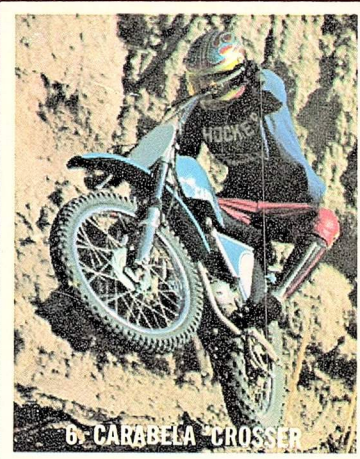
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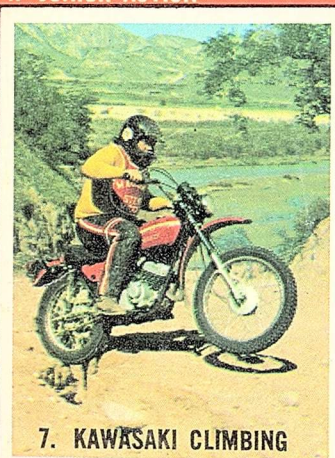
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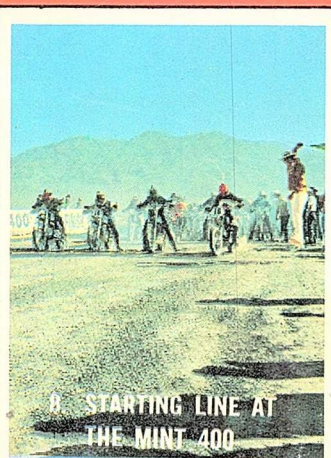
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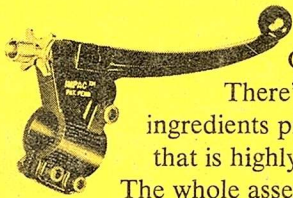
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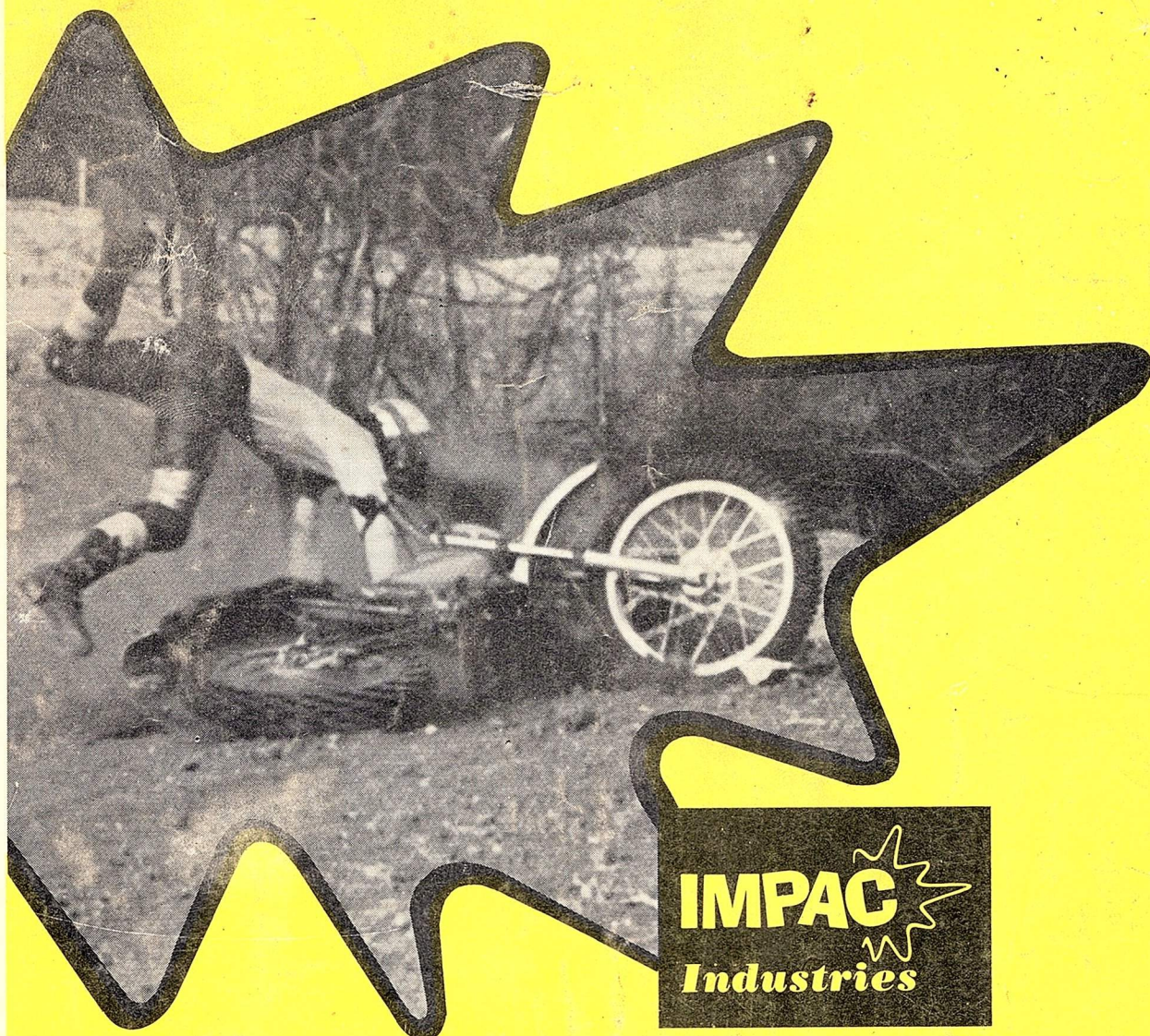
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